

ARE YOUR ELECTRONICS READY FOR ANYTHING?

Yachting[®]

SINCE 1907

ADVENTURE IS CALLING!

We Go Way Off
the Beaten Path,
from **ALASKA** to
FLORIDA

Luxury and
Adrenaline in
Tahiti Aboard
Big Fish

Lessons from a Coast Guard
RESCUE SWIMMER

+ VICEM 107, MARITIMO 50SC,
MCCONAGHY MC260

ON THE COVER:

The Vicem 107 cruises off the
Mediterranean coast of Turkey.

AUGUST 2012
www.yachtingmagazine.com






OYSTER PERPETUAL YACHT-MASTER II



ROLEX BIG BOAT SERIES
SEPTEMBER 5TH TO 9TH, 2012

ROLEX  OYSTER PERPETUAL AND YACHT-MASTER II ARE TRADEMARKS.



ROLEX

42nd Annual
Newport
INTERNATIONAL
BOAT SHOW



IF YOU HARBOR A
PASSION FOR BOATING,
THERE'S ONLY ONE PLACE TO BE.



THE 42ND ANNUAL NEWPORT INTERNATIONAL BOAT SHOW
SEPTEMBER 13-16 ~ NEWPORT, RHODE ISLAND

CRUISING
WORLD

PRESENT

YACHTING
MAGAZINE

SAILING
WORLD

**NEWPORT FOR
NEW
PRODUCTS**

Official U.S. Debuts of 2013 Boats & Boating Products

THE NEW NFIP PEOPLE'S CHOICE AWARD: THE FAVORITE CHOSEN BY YOU

POWER & SAIL TOGETHER | KAYAKS TO 85' CRUISERS | 600+ BOATS | 700+ EXHIBITORS
NEWPORTBOATSHOW.COM ~ 800.582.7846 ~ ADVANCE TICKETS AVAILABLE ONLINE

SOUNDINGS



sea barge

concurrent with



NEWPORT
BROKERAGE BOAT SHOW

PHOTOS © DONNE VAN DER WAL



MCCONAGHY MC²60 20



MARITIMO 50SC 22



VICEM 107 36



36

VICEM

for things to come. Ride onboard this IPS-powered vessel with YACHTING's Senior Editor Dennis Caprio, on page 22.

Yachting

AUGUST
2012

VOL. 212
NO. 02

The Boats

On the cover the **VICEM 107** is put through her paces on her maiden voyage to Bodrum. Find out how *Moni*, named by her builders after the Turkish emblem for good luck, fared on this shakedown and if the name fits the vessel, on page 36. The **MCCONAGHY MC²60** was designed to be fast and luxurious. To achieve both of those goals takes a fair amount of compromise, and in this battle of speed and comfort, everybody wins. Find out how this 60-foot cat makes it happen on page 20. The **MARITIMO 50SC** proves that you can do more with less. From the full beam master stateroom, which utilizes multiple levels, to the dinghy garage and the voluminous salon this yacht may be a trend setter

Big Fish

50 >

As long as you "hold on and stay together," a charter aboard the 147-foot McMul-
len & Wing *Big Fish* in French Polynesia is sure to provide a much-needed adrenaline jolt to the soul.



Princess Yachts...

Delivered with the Viking Difference.



PRINCESS 60

www.princessyachts-us.com

VIKING SPORT CRUISERS 877-846-9874 • info@princessyachts-us.com

Over 65 Authorized Sales and Service Centers in North America, Central America, and the Caribbean

High performance Flybridge Motor Yachts and V Class Sports Yachts from 39-132 feet


PRINCESS

A member of the Moët Hennessy Louis Vuitton family

photo: Tim McKenna / Aquos Yachts



ALEXSEAL® Yacht Coatings

Learn what the world's most discerning owners, builders and applicators have already discovered: ALEXSEAL® offers a superior marine coatings system that achieves the industry's best gloss and seamless repair capabilities.

Simply put, only ALEXSEAL® can deliver true innovation in every can.



Innovation. Applied.

ALEXSEAL.COM

EU: +49 (0) 40 75 10 30
USA: +1 843 654 7755

MANIOWICZ



30

TOM AND NANCY ZYDLER

A TASTE OF ADVENTURE

Steve and Linda Dashew, Tom and Nancy Zydler, George Sass Sr., Vincent Daniello and Ben Ellison team up to bring you the best adventures right in your own backyard. Come aboard as these popular YACHTING contributors break through ice in Alaska, explore Maine's remote islands, experience a time warp in the Bahamas and more.

Destination



BLOCK ISLAND p. 26

Opinions & Blowhards

EDITOR'S LETTER 8

A visit with Down East boat-builders convinces Mary South that dreaming bigger is better for everyone.

POWER PLAY 16

Purchasing a new boat is exciting, but don't let that excitement blind you to potential issues.

PERFORMANCE 18

Being able to breathe is as important to engine performance as it is to the human body. Dudley Dawson explains why air is such a critical component.

TELLTALES 112

Editor-at-large Jay Coyle realizes that horse and yacht ownership are not compatible — at least not until the Ark-yacht splashes. YACHTING review to come soon?



The Nuts and Bolts



56 NEW ELECTRONICS

Military-spec night vision, floating vhfs and soft-touch Windows tablets round out the newest trends in marine electronics.



57 ELECTRONICS

Preparing your helm and having the most up-to-date navigation information can ensure a safe passage.



62 SHIPSHAPE

Maintaining your ship's stabilizers can be a simple task that will ensure years of steady cruising.

nisi

YACHTS

Come in to your world



Casual Opulence. Legendary Styling.

Naval Architecture by Setzer Design





BY MARY SOUTH

Dream Bigger

If there's one thing I look forward to every year, it's my annual trip to Brooklin, Maine. Brooklin bills itself as the wooden boat building capital of the world, and while there may be some poetic license in there, it's not a wild exaggeration. It is home to that justly famous incubator and enabler of wooden boat fanatics, the WoodenBoat School. Joel White's famed Brooklin Boatyard, now run by his son Steven, is here as well. But there are many other builders in this region,

working in wood and fiberglass, including D.N. Hylan & Associates, Wilbur, Ellis, Hinckley, Brion Reiff, Calvin Beal, Young Brothers, Lowell Brothers and the Atlantic Boat Co., builders of Duffy and BHM — to name just a few! (How's a boat lover *not* going to fall in love with this part of the world?)

I spent some time with a few smaller builders this year and was struck by their attitudes. It's not a secret that their shops are quiet. There are empty desks, wide-open work bays, idle tools and dusty order books. Everyone sees signs of the economy improving, but nothing tangible has trickled down yet.

In Down East Maine, these small builders were never in it for the money. As one second-generation builder said to me, "I always did this because I loved boats, took pride in how we built 'em, and what else would I do? I never wanted to get rich and famous off this — well, rich would have been *nice*. ... " But even in the boom years, these small yards were happy to employ a lot of locals, put out a great product and enjoy the wonderful quality of life that this part of

Maine offers to those who prize unspoiled natural beauty and small-town coastal living above the more stimulating and costly amenities of cities and suburban areas.

Like a lot of people I know, I play the *What would I do if I won the lottery?* game. For a couple of bucks, I love imagining how much of my life would stay the same and how much would change. I know exactly what I'd get each family member and close friend, how much I'd give to charity, what I'd be careful to stash away.

Right now I have an old saltwater farm in Maine and a lobster boat on my wish list. In the past, I would have been content — even as a lottery winner! — with a used boat because it's "better value" and I don't have flashy taste. But after this recent trip I realize that if I should win the lottery, I'd have a yacht custom-built. Maybe I'd even get a new lobster boat and something faster and more luxurious with downeaster lines. I could have two gorgeous, one-of-a-kind yachts lovingly hand-built, and I'd be putting about a dozen people to work for at least a year! That's a win-win, in corporate-speak. For the first time, I really see the importance of *spending money*. Boating is not a cheap hobby, and these small, local businesses depend on those who can afford to indulge their dreams by rewarding themselves with exactly what they've always wanted.

What struck me most amongst these builders was a certain steely determination to hang on through lean times because of the responsibilities they feel to their employees and communities. And mixed with that was genuine appreciation of what they *do* have, even now: I heard about trying to make the most of the downtime by spending more time with family, more time on the water, more time thinking up improvements and new designs for the future. Personally, I'd be thrilled to support all that with a wide-open checkbook.

Maybe lobster boats and downeaster yachts aren't your cup of tea. Perhaps you'd prefer a trawler, an express cruiser, a racing sailboat, an expedition yacht, a sport-fishing battlewagon or even a superyacht. And maybe your dreamboat isn't built in a barn on the New England coast but is assembled on a production line in a suburb somewhere. You know what? It doesn't matter. If you can afford it, now is a great time to have a boat built — not just so you can indulge that wonderful passion we all share, and spend more time on the water appreciating life with those you love, but because, as a side benefit, you can help those whose livelihoods depend on your dreams. □

mary.south@yachtingmagazine.com

PANERAI.COM



STRENGTH AND **HONOUR.**

LUMINOR SUBMERSIBLE 1950 3 DAYS AUTOMATIC TITANIO - 47MM

PANERAI
LABORATORIO DI IDEE.

Available exclusively at Panerai boutiques and select authorized watch specialists.

BAL HARBOUR SHOPS • BEVERLY HILLS • BOCA RATON • DALLAS
LA JOLLA • LAS VEGAS • NEW YORK • PALM BEACH

■ SPRING LINES

SAVE HER!

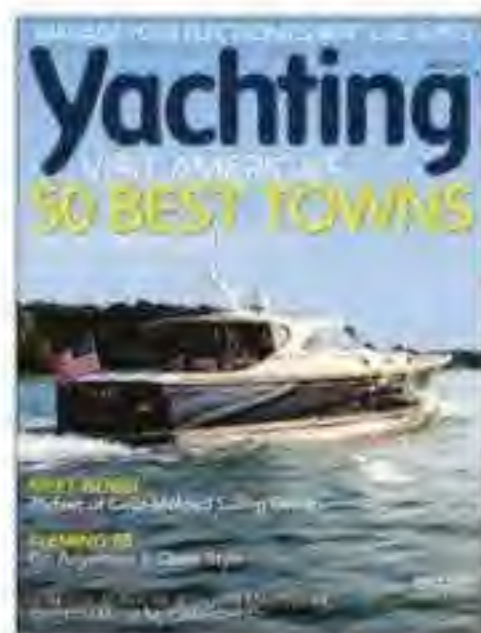
I just read Mary South's editorial ("Losing Summer," July 2012) and absolutely feel her pain. I own a 1977 Grand Banks 32, which I bought in 1987 thinking I would have it only a few years. Now, 25 years later, after much refitting, it's like a new ship. They definitely made those boats to last. I was warned against buying her but I loved the boat, which is perfect for my wife and me.

It sounds as if the *Bossanova* is worth saving. I realize it would be expensive but it would be more expensive to buy a new one, which South might not enjoy as much. Remember we're only around the block one time.

Jeffrey Rubin
Via e-mail

CORRECTION

We regret that "Big Kahuna" (June 2012) contained several errors: The Horizon PC58 has a beam of 24 feet; the Horizon 88 has a beam of 21 feet. More than \$9 million was spent in tooling for multiple yachts, not just the PC58. Horizon can be contacted at 561-721-4850 or horizonyacht.com.



Yachting®

Editor-in-Chief

Mary South

mary.south@yachtingmagazine.com

Deputy Editor Patrick Sciacca

Art Director David Pollard

Senior Editor Dennis Caprio

Associate Editor Daniel Harding Jr.

Editor-at-Large Jay Coyle

Technical Editor Dudley Dawson

Electronics Editor Ben Ellison

Charter Editor Kim Kavin

Web Editor Eleanor Lawson

Copy Editor Joy Kenyon Allen

Senior Contributing Editors Diane Byrne, Vincent Daniello
Correspondents Karl Anderson, George Sass Sr., Peter Swanson

Publisher Bob Bauer

bob.bauer@yachtingmagazine.com

401-845-4458, fax 401-845-5180

ADVERTISING SALES

WEST COAST SALES

Claudette Chaisson

West Coast Account Manager, YACHTING
Western Regional Director, Bonnier Marine Group
760-943-6681; fax 401-845-5180
claudette.chaisson@bonniercorp.com

BROKERAGE SALES

Greg Wyckoff Florida Sales Manager
gregory.wyckoff@bonniercorp.com

Tom Fownner Brokerage Production Manager
tom.fownner@bonniercorp.com
954-463-4004; fax 954-463-4080

EUROPEAN AND CHARTER SALES

Terry Jacome Senior Account Manager
954-463-4004; fax 954-463-4080
terry.jacome@bonniercorp.com

SOUTHEAST SALES

Ron Martin Account Manager
954-463-4004; fax 954-463-4080
ron.martin@bonniercorp.com

GROUP PUBLISHER

Sally Helme

sally.helme@bonniercorp.com

OFFICE MANAGER

Kathy Gregory

kathy.gregory@bonniercorp.com

HUMAN RESOURCES DIRECTOR

Sheri Bass

sheri.bass@bonniercorp.com

CLASSIFIED/REAL ESTATE/SHIPYARD ADVERTISING SALES

Michelle Roche
401-845-4440; fax 401-845-5180
michelle.roche@bonniercorp.com

VP CORPORATE SALES

John Driscoll
john.driscoll@bonniercorp.com

PRODUCTION

Production Director Michelle Doster
Production Manager Maggie Thompson
Advertising Coordinator Trish Reardon

BONNIER MARINE GROUP

VP, Group Publisher Glenn Hughes
Director of Marketing Glenn Sandridge
Marketing and Events Manager David Carr

Online Director Mike Staley
Online Sales Manager Aimee Porter
Digital Content
Programming Manager Mark MacKenzie

BONNIER'S ACTIVE INTEREST NETWORK

Senior Vice President Dave Freygang
VP, Digital and Strategy Laura Walker
Director, Editorial Operations David Ritchie
Creative Director Jerry Pomaes
Director, Digital Sales Matt Hickman
Operations Manager Amanda Chu

BONNIER

Chairman Jonas Bonnier

Chief Executive Officer Terry Snow
Chief Financial Officer Randall Koubek
Vice President, Corporate Sales John Driscoll
Chief Brand Development Officer Sean Holzman
Vice President, Consumer Marketing Bruce Miller
Vice President, Production Lisa Earlywine
Vice President, Information Technology Shawn Larson
Vice President, Corporate Communications Dean Turcol
Publishing Consultant Martin S. Walker
General Counsel Jeremy Thompson



YACHTING HEADQUARTERS

55 Hammarlund Way
Middletown, RI 02842
401-845-5100
fax 401-845-5180



FOR CUSTOMER SERVICE AND SUBSCRIPTION QUESTIONS,

such as renewals, address changes, e-mail preferences, billing and account status, go to: yachtingmagazine.com/cs.
You can also call 386-597-4382 or write to Yachting, P.O. Box 420235, Palm Coast, FL 32142-0235. Article reprints: For content reuse and permissions, please contact Brian Kolb at Wright's Media: bkolb@wrightsreprints.com or 877-652-5295.

ARE YOU IN THE KNOW?



■ If you like YACHTING in print, then you will love us on Facebook. If you're one of our 7,200-plus (and growing) YACHTING Facebook followers, you'd know that Ocean Alexander recently announced it is working on its new five-stateroom, 112 Tri-Level Motoryacht, to be launched in Fort Lauderdale, Florida, in 2014.

■ You'd also be aware that Hargrave Custom Yachts has chosen this coming boat-show cycle as the right time to make a significant investment in designs and tooling for five (count 'em) new models. Look for a full feature in our October issue.

■ And, of course, you would have seen photos from editor-at-large Jay Coyle's Chris-Craft cruise in the Keys, followed the start of the Newport-Bermuda Race, seen pictures of the tall ship *Gazela Primeiro*, read updates from editor-in-chief Mary South's trip to Italian shipyards and watched the exclusive boat-test video footage from deputy editor Patrick "Scorsese" Sciacca.

■ But you already saw all of that, right? If not, stop by our Facebook page and click "like," because we're sharing something interesting there right now.

SUBSCRIBE TO YACHTING LIFE E-NEWS AT YACHTINGMAGAZINE.COM AND GET WHAT'S HOT, DELIVERED RIGHT TO YOUR INBOX.

WE WANT TO HEAR FROM YOU.

Send your comments or questions to:

letters@yachtingmagazine.com.

SEND MAIL TO: 55 Hammarlund Way, Middletown, RI 02842

or visit us at: yachtingmagazine.com.

For subscription questions, visit yachtingmagazine.com/cs.

YANKEE THRIFT & MODERN LUXURY



The Back Cove 37 offers the elegance and comfort of downeast styling, the ease of operation of a much smaller vessel and the cost of ownership that a true blue Yankee could only dream of.

For centuries, Mainers have sought out boats like this, knowing they could rely on these rugged vessels to bring them home safely.

You can too and with luxurious appointments to boot.

Back Cove 37

Good looks you can count on.



Back Cove 30

Back Cove 34

Back Cove 37



There is life after sail.



The Fleming 55



Every new Fleming now comes with an Apple iPad "eFIT" (Fleming Information Tablet) preloaded with an owner's manual, schematics, parts lists, Navionics charts, VENTURER magazine and more.

It's a fact that around half of our customers used to own sailing yachts, indeed many are still keenly involved in sailing activities of all kinds. But now they also possess what many boating journalists & Fleming Owners around the world believe to be the ultimate cruising motor yacht. If you've ever considered it might be time for a change, visit us at www.flemingyachts.com and see how we can help you enjoy the best of both worlds.

CE CAT A

NMMA
CERTIFIED
using ABYC standards



Celebrating Our 25th Anniversary!



FLEMING

THE ULTIMATE CRUISING YACHT.

Fleming Yachts, 1760 Monrovia Avenue, A18, Costa Mesa, CA, 92627, USA. Tel. +1 949 645 1024. www.flemingyachts.com

Also available: 58', 65' & 78' Models

www.flemingyachts.com

Currents

BY DANIEL HARDING

News and notes from around the yachting world



Say Ahhhhh!

A picture may be “worth a thousand words,” but when we sifted through this year’s submissions to YACHTING’s reader photo contest, we looked for an image that said only a single word: *ahhhh!* Although that’s more of a dramatic exhale than a word, every boater knows the feeling, and a variety of events trigger it — maneuvering into the tightest slip in the corner of a marina while you battle a strong current; dropping the anchor at the end of a long voyage and relaxing in the cockpit with a Dark ‘n Stormy; or being witness to breathtaking scenery.

YACHTING’s editors waded through images of rough seas and rainbows, cocktails and adorable children, pets and adult antics, but none of those rattled our emotions as much as the host of sunsets. We know; pictures of a stunning sunset may be a bit of a cliché, but everyone seems to love them. That’s why we received so many.

The fuzziest of feelings came from this artful image of the summer sun setting against isolated Cuttyhunk Island in Massachusetts. Submitted by David O’Keeffe, it made us want to cast our editorial responsibilities aside, toss the lines and chase our own sunset.

As the winner of our photo contest, O’Keeffe gets a charter aboard the Burger 63 *Victoria Rose* in Newport, Rhode Island, supplied by Churchill Yacht Partners, and dinner at the New York Yacht Club, courtesy of YACHTING’s publisher, Robert Bauer. A giant thank-you to all of our readers for the great submissions and a year’s worth of desktop wallpapers. □

YOU BE THE JUDGE

IF YOU WANT TO SEE **A COMPLETE GALLERY OF THIS YEAR’S FINALISTS**, LOG ON TO YACHTINGMAGAZINE.COM AND LET US KNOW HOW WE DID.



Saving Grace

40,000

The number of miles of ocean racing in the Clipper Round the World Yacht Race

The famous commuter yacht *Thunderbird*, designed in 1939, isn't in danger from a chain saw or likely to be abandoned to rot on a secluded section of Lake Tahoe's shoreline. She's merely in danger of being "lost" to the nonprofit Thunderbird Lodge Preservation Society if it defaults on the \$1.1 million purchase note due at the end of 2012.

George Whittell, the original owner of the well-known lodge, commissioned this 55-foot mahogany yacht to transport his guests, a service still provided for fundraisers and special occasions. *Thunderbird's* sparkling superstructure, clad in stainless steel, and the intimidating exhaust note of her Allison V-12 aircraft engines have been a part of Lake Tahoe's scene for about 70 years.

When acclaimed marine artist Robert Webber heard about *Thunderbird's* predicament, he contacted Bill Watson, chief executive and curator of the society, and offered his talents to the cause. Webber, nationally recognized for his work in connection with vintage and historic boats, has completed a commemorative painting of *Thunderbird* for use in the society's bid to keep the boat under its stewardship. All proceeds from the painting and the reprints will be used in direct support of the yacht. thunderbirdtaho.org



Two New Lungs, One New Life

Beating the odds is something of a specialty for Justine Laymore, who is a survivor of lymphangioleiomyomatosis, better known as LAM, a rare disease that attacks the lungs and kidneys and that put her in a coma. After receiving a rare double-lung transplant, she beat the odds. Since her operation she has tried to take on a new challenge every year. This year's test is sailing in the eighth stage of the Clipper Round the World Yacht Race, which is a 4,000-mile leg with 22 days at sea. When asked what the toughest part of the trip will be, Laymore suggested that may already be behind her: packing her medicine.

"I've had to take 1,225 tablets and organize them by day and week," Laymore said laughing. "I've had to place them all in freezer bags and dry bags. I figure if I can organize all those I can take on the Atlantic."

While she is positive and upbeat, she faces real concern about seasickness. Getting seasick would prevent her medication from working properly. If that were to happen, she could be fighting for her life.

"It's exciting and scary and will be a challenge, but I'm up for it," Laymore said. "When I'm finished, I'll take a deep breath and say, wow."

For more on Justine's story, visit yachtingmagazine.com/justine

“Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover.”

— MARK TWAIN

Adventure in the Arctic

Three men aboard a 31-foot Monsun sailboat are attempting to chart a course into the record books. They hope to traverse a never-attempted route through the Northwest Passage. Their course will take them much farther north up the



coast of Greenland, through a maze of deserted islands and ice, and around Alaska onto the West Coast of the United States.

The trio's vessel, *Belzebub II*, formerly a bruised and beaten boat that suffered from years of neglect, has undergone a complete overhaul worthy of this undertaking. From new decking and electronics to a reworked galley and a steel-reinforced hull, the refit has taken more than 2,000 hours.

The journey will take the crew, which is made up of a Swede, a Canadian and an American, between three and four months to accomplish.
belzebub2.com



Andrew's Anger

YACHTING was on the scene in Florida on Aug. 27, 1992, after Hurricane Andrew's 175 mph winds leveled entire towns in the Bahamas, southeast Florida and central Louisiana. We saw boats of many sizes stacked like cordwood. Twenty years after this devastation, the National Oceanic and Atmospheric Administration (NOAA) predicts that the Atlantic Basin this year will have a "near-normal hurricane season." Although the news is optimistic, boaters and boatyards have learned from the past and will be proceeding with caution.

"Regardless of the outlook, it's vital for anyone living or vacationing in hurricane-prone locations to be prepared. We have a stark reminder this year with the 20th anniversary of Hurricane Andrew," said Bob Adriance, BoatU.S. director of damage avoidance.

The director credits Andrew and its 14-foot storm surge with recent innovations, such as the tie-down systems shown above.

"We've learned that if you add tie-downs on both sides of a boat that are secured to deck cleats and either embedded in the concrete pad or deeply screwed into the earth with helical anchors, you can almost eliminate storm damage from all but the most severe storms."

Boat Builder Happy to Be in Hot Water



When houseboat builder Adam Karpenske couldn't fit a hot tub on his houseboat, he decided that he would build another boat to accommodate it. Hot tub boating was born.

"That's what living on a boat through wet Seattle winters will drive one to create," Karpenske wrote. The approximately 12-foot boat with a teak deck and standard hot tub built into it is as simple in its design as it was in its conception. But the building process proved to be more difficult than anticipated. With nearly 4,000 pounds of water and a diesel-powered heater, the boat needed to be customized for maximum buoyancy and stability.

The hot tub, er, boat is powered by an inboard engine that is controlled from a joystick either inside the tub or in the cockpit.

Karpenske's short-term goal is to have four boats on his native Lake Union available for rent this summer. Long term, he hopes to mass-produce his boats and sell them in all major ports across the country. hothtubboats.com

Smart Charts

The National Oceanic and Atmospheric Administration (NOAA), along with OceanGrafix, is testing the effectiveness of Quick Response (QR) codes on its nautical charts in the Tampa Bay, Florida, area. A QR code is a two-dimensional bar code that, when scanned by a smartphone, delivers real-time information.

For example, if you are boating in the Tampa Bay area, you can scan the QR code before you leave the dock and you'll receive tide tables, current direction, weather and any other pertinent boating-related information for that area.

"This is the perfect scenario for how they [QR codes] should be used, and I hope mariners will take advantage of this unique feature," OceanGrafix President Ron Walz said. "Real-time navigational information at your fingertips will not only be convenient, but could also be a critical safety tool." noaa.gov





As Is, Where Is

Don't let your excitement obscure a yacht's faults.

By
Jay
Coyle

Years back a design client arrived on my doorstep with a stack of faded photos explaining, "I want it just like this." The shots of failed bonds, mismatched metals, suspicious wiring and ball valves where seacocks belonged had been snapped aboard his B-movie boat.

This fellow was a knowledgeable yachtsman, yet like so many he had been blinded by his passion. If you are buying or selling a boat, it is wise to know what the unbiased eye sees in her.

It's always difficult telling a buyer or a seller his dreamboat is a sled, but that's often the challenge for my pal, surveyor Tom Price. After 24 years in the business, he's earned a reputation as being tough, but he rejects the notion. "A proper survey is never the problem. A bad or misrepresented boat is a deal killer." Price tells sellers to be prepared. "Personal stuff left aboard suggests a seller isn't serious and complicates a survey," the surveyor said, noting that he has unearthed everything from a month-old bologna sandwich to a sexual aid. Price advises buyers not to allow such distractions to put them off an otherwise sound boat. Still, he admits, he has walked away disgusted — no charge!

"Boats are significantly better than they were 20 years ago. Still, even good builders have bad days," Price said. This includes sour coring, loose stringers and termites. "Pedigree is important but its value is

often dependent on a boat's model and year." Even a good boat can go bad when abused or neglected. Although moisture meters and mallets are useful, Price is always on the lookout for the telltale signs of trouble. "Fractures in the bottom laminate hold moisture and are sometimes revealed in the drying process after hauling." Only after this surveyor discovered cracking around a strut palm on a 50-foot express did the seller admit he'd rammed a reef in the Bahamas. The boat required major structural repair.

"Some sellers honestly believe their boat is immaculate just because it's got a fresh coat of wax and the engines start when the key is turned," Price said. "They think I'm beating them up when I crawl from the bilge covered in filth with a long punch list in hand. They wouldn't feel that way if they were the buyer." Others will try to put lipstick on a pig. Price recalls the survey of a large sportfisher on which the seller insisted there was a spare shaft in a transom storage tube. "There was but it was 12 inches long!" Another seller filled a broken ice machine with bags of ice from the convenience store. "You really have to check everything."

Price prefers to work without company. "Unless features particular to the boat require explanation, it's distracting to have a broker, buyer or seller hovering nearby." The broker's job is to make the best deal for his client, and much hinges on the surveyor's opinion. "No boat is perfect. Even the best have things that need tending to and each item on a survey can become a potential bargaining chip." While there is sometimes pressure to make the best or worst of things, Price has found that the majority of brokers are pros. "In my years of surveying boats, I've only found a couple that I can't work with — they're mentally unstable," Price quipped with a smile.

The three basic types of survey — appraisal, insurance and pre-purchase — typically range in price from about \$12 to \$30 per foot for a vessel under 70 feet long. Price suggests buyers choose their own surveyor and not rely on a "recent survey" or references from the seller or his broker. "Surveyor certification is just a starting point. A surveyor should have proven qualifications in the vessel type and construction." Engine surveys are typically separate, but the same rules apply. "As is, where is" does not have to mean "buyer beware" once you know what you're looking at! □

Inspections done on the hard make a vessel's hull integrity easier to gauge.





Owners in the PlaneSense® fractional ownership program know just what we mean. Extreme personal service from a friendly, knowledgeable team that is familiar with your particular flying preferences. On every flight. To learn more about PlaneSense, call 866.214.1212 or visit us online at www.planesense.com.

43% LOWER COST | **4X** AS MANY AIRPORTS | **100%** COMMON SENSE



OK, WE'RE GUILTY OF OVER SERVING.



Gimme Some Air!

Engines, like people, need to breathe.

By
Dudley
Dawson

The human body is an amazing machine, running continuously for decades, requiring nothing more than water, air and fuel — the latter in the form of food. Gasoline and diesel engines require the same three ingredients to function. In both cases, air is a critical element in the mix, because a reduction in the amount of air below the ideal level can cripple a motor's performance.

Providing the necessary amount of air to marine engines, installed within as small a space as is practicable, isn't easy. The engine room needs as much air as possible, meaning big openings, but we want to keep out as much salt water as we can, meaning small openings. These requirements demand a careful balance of the two extremes.

Engines need air for combustion (combustion air), and engine rooms need it for ventilation (ventilation air). Both are enhanced by an air supply that is fresh, clean, cool, continuous and abundant. To perform at their peak, power plants require enough air to achieve the ideal fuel-to-air ratio. Anything less means wasted fuel, increased maintenance and reduced power. While most of the engine's cooling comes from the water that circulates through the block and heat exchanger, a significant amount is also "heat rejection to atmosphere," which means simply that the air in the engine room is heated by

the engine. Insufficient ventilation makes the engine room and engine hotter, decreasing performance.

Most yachts bring air aboard through openings in the hull vents or superstructure. The air finds its way to the engine room through baffles, louvers and filters designed to limit saltwater intrusion, and from the engine room into the motors themselves through filters, separators or both. This system, as opposed to pulling combustion air directly into the engines through dedicated ductwork, greatly decreases the likelihood of salt water finding its way into the power plants. It also uses the combustion air for ventilation, meaning less total air flow is required.

One downside of this system is that the combustion air is warmer than it would be if it were directly ducted from the outside, and this decreases each engine's horsepower output. That's why you'll see external scoops and direct ducting to the engines on many raceboats and some high-performance yachts. The price paid for those few extra horses, however, is the risk of a slug of salt water entering the engine, something that's not worth it to most yacht owners.

The best solution, then, is to take enough air into the engine room for both combustion and ventilation needs, through the smallest intake openings possible. Then, exhaust the heated ventilation air through other openings, also as small as possible and located away from the intake openings to avoid recirculation. This system also involves fans or blowers on both the intake and exhaust sides, in order to get more air through smaller openings and to change the air passing through the engine room more often, which enables a lower ambient temperature here and, in turn, provides for better engine performance.


Ideally, the intake blowers should include ductwork that delivers outside air to the bilge at one end of the engine room. Exhaust blowers would then suck air from the top of the space at the other end, encouraging a flow path over and around the motors for maximum heat extraction. The best systems include dampers and electrical switches interfaced with the engine room's fixed fire-extinguishing equipment to shut off the flow of air in case of fire. The only time you don't want lots of air being pumped into the space is when it's feeding a conflagration. We'll leave the subject of fire prevention and fighting to an upcoming Seamanship column. □

The Delta T air intake (top center) blows air into the engine room but not salt water.



DO YOU HAVE ANY QUESTIONS FOR DUDLEY?

CONTACT HIM AT PERFORMANCE@YACHTINGMAGAZINE.COM AND LET HIM KNOW HOW HE CAN HELP.

An aerial photograph of a large white sailboat with a wooden deck, sailing on a deep blue ocean. The boat is angled towards the bottom right, leaving a white wake. Several people are visible on the deck. The sails are partially visible on the left side of the frame.

THE NEW OYSTER 885. PROOF THAT
YOU DON'T HAVE TO BE SUPER
TO BE MAGNIFICENT.

No yacht under 100 feet comes closer to the grand scale and versatility of a superyacht than the new Oyster 885. The huge split cockpit is perfect for al fresco dining, whilst her four guest cabins and the large, open deck areas feel like they belong to a much larger yacht. All in all, the new Oyster 885 is a truly magnificent yacht, however you look at it.

Oyster 885-01 launches this summer. We invite those with a serious interest to contact us now to arrange a viewing, before she sets sail on her round the world voyage.

To discover a world of difference from 46 to 125 feet, please call +1 401 846 7400 or email us at info@oysteryachts.com

SAIL | BROKERAGE | CHARTER | REFIT

www.oystermarine.com

OYSTER



McConaghy MC²60

This 60-foot cat reinforces the notion that a roomy cruising yacht doesn't have to be ugly — or slow.

M

cConaghy Boats summed up its brief to the designer with the following words: speed, luxury and elegance. Simple, right? Not exactly, because these characteristics aren't entirely

compatible. Yet Renaud Bañuls, the designer of the MC²60, found a way to make them get along.

You must understand that a truly fast catamaran has to be light. Her hulls will have fine waterlines forward and enough bearing in the after sections to give her some lift. Pure racing cats can afford to have a very high fineness ratio — quite narrow for the overall length of each hull — because accommodations within those hulls are secondary to speed. Filling the hulls with comfortable and relatively spacious staterooms and heads compromises speed, but careful distribution of volume below the waterline can minimize this compromise.

Wave-piercing bows seem to be very popular these days. I'm not sure about their origin, but I first saw them about 10 years ago on a few A Class cats (18 feet overall length). These bows reduce pitching by preventing the boat from climbing waves, but unless the crew shifts aft, the leeward may bury suddenly and pitchpole her. Designers have also been using wave-piercing bows on cruising cats, but they've allowed the forward sections to gain volume a relatively short distance from the cutwater. This keeps the bows from burying while it reduces the pitching motion. Long

By
Dennis
Caprio

LOA: 60'0"
LWL: 60'0"
BEAM: 28'0"
DRAFT: 4'7" to 10'6"
DISPL. (light ship): 8.9 tons
BRIDGE-DECK CLEARANCE: 4'0" to 3'7" depending on load
SAIL AREA (main): 1,270 sq. ft.
(jib): 603 sq. ft.
ENGINES: 2 x 53 hp Yanmar diesels
FUEL: 132 gal.
WATER: 132 gal.

hulls benefit more than short ones.

Bañuls admits that this racy shape adds to the overall sporting image of the MC²60. I agree and think too that the sweptback stems add a bit of elegance to an already handsome profile. They are much less businesslike and intimidating to the eye than plumb stems.

The sheer line, rising gradually from the stem head to about the third portlight, descends in a graceful arc to the reverse transom. This treatment, like the fastback roofline of a fine grand touring car, gives our eye a logical terminus while it reinforces the clean and airy foredecks and trampoline. Any hint of bulk in a catamaran destroys her image as a rapid-transit vessel, and cruising catamarans can be distressingly unattractive. In addition to their tall bridge-deck houses and nearly vertical windows, so many of them batter our aesthetic senses with vertical topsides and unsightly character lines.

A significant amount of freeboard gives the MC²60's hulls lots of headroom and, combined with a pleasing sheer, creates a simple and handsome structure. Beyond the importance of appearance, of course, high freeboard allows the designer to raise the bridge deck and, therefore, the underwing clearance to an acceptable height. On some builds, inadequate clearance between the bridge deck and water produces the most disturbing crash and shudder you can imagine. It feels as though the sea is hammering the boat into composite splinters. Bañuls and McConaghy know this and have found a pretty way to ensure this doesn't happen.

The MC²60's bridge-deck house is among the slickest and most attractive in modern design. Its crown provides headroom inboard from the hulls, where it's needed most. The rake of its front fascia picks up the theme we see in the bows, and the after end of the house echoes the forward thrust of the transoms in a pleasing fashion.

High-tech composite construction will keep the weight to a minimum, but the intelligently drawn accommodations and careful selection of amenities promise to make the MC²60 a fine, comfortable cruising boat that won't shame herself on the racecourse.

McConaghy Boats, +61 (0)2 9997 7722; mc2catamarans.com; Bañuls Design, +33 2 97 57 14 43; banulsdesign.com



THOSE WHO WANT IT ALL AND WANT IT NOW ARE THE ONES LEFT WANTING.

They say that good things come to those who wait, but how many still genuinely abide by the maxim? While others seem hell-bent on following the crowd, buyers of Huckins custom yachts are happy to let them. The virtue of patience endows our owners with an enviable payoff: the freedom to envision, plan, design and share in the unique experience of making a dream come to life. And that's just the way they want it.
One at a time. One of a kind.



Call 904-389-1125 | huckinsyacht.com

Aboard the **Maritimo 50SC**, space and grace are yours. By Dennis Caprio

couldn't have chosen a better day to cross Lake Michigan from Holland, Michigan, to Chicago aboard the Maritimo 50SC. Brian Dekkinga, Erik Krueger — both brokers at Galati Yacht Sales — and I slipped our lines at noon under a cloud-free sky, in calm winds and a temperature of about 70 degrees Fahrenheit. Our destination was the site of the Chicago In-Water Boat Show at the new 31st Street Harbor — about 100 miles of quiet, comfortable cruising away.

The 50SC's Volvo Penta IPS power package and careful attention to sound attenuation are responsible for the *quiet*. I measured just 60 dB(A) at the helm as she idled away from the marina and into Lake Macatawa, the repository for the Macatawa River. Clearing the breakwater and no-wake zone, Dekkinga accelerated the 50SC to a 26-knot cruising speed. She remained quiet, even when we opened the doors to the afterdeck.

Krueger had topped off the fuel and freshwater tanks and loaded our steed with assorted boat-show paraphernalia, stores and personal gear — enough for three nights aboard and four days of the show. The yacht sat a bit low in the water at the dock, so in fairness to her, we decided to forego YACHTING's customary recording of speed and fuel consumption in favor of Volvo's sea-trial data of this very same boat, while not so heavily loaded.

Sure enough, after we slowed to idle and then accelerated to record the level of sound, our heavy payload kept the engines 200 rpm shy of the



Clever design allows for both a master stateroom and single cabin amidships.

3,600 rpm maximum recorded and the top speed just below 30 knots, 2 knots short of the top speed recorded by Volvo in Australia.

Bill Barry-Cotter, the founder of Maritimo, is also the chief designer. He and his team packed an awful lot of volume into this relatively small package. Placing the engines very near the transom, which is one of the benefits of the Volvo IPS, may have aided the design, but the results exceeded this simple expediency. Regard the master stateroom: Located amidships, it spans the yacht's full beam and seemed cavernous when I entered. Multiple levels and the queen-size berth at a jaunty angle from the port side contributed to the feeling, but the big portlights in the topsides were my favorite elements. I could have spent hours watching the water rush by. Natural light flooding the stateroom and highlighting the neutral tones of the carpet and upholstery nearly made going topside redundant.

Cozy may be a silly word to describe the

LOA: 53'7"
LOD: 50'7"
BEAM: 15'11"
DRAFT: 3'2"
DISPL: 28,660 lb.
FUEL: 476 gal.
WATER: 106 gal.
ENGINES (tested): 2 x 435 hp Volvo Penta IPS600 diesels
ENGINES (standard): 2 x 480 hp Cummins QSB5.9 diesels w/ shaft drive
BASE PRICE: \$1,066,050
PRICE (as tested): \$1,147,123



RPM	KNOTS	GPH	dB(A)
600	5.10	2.50	60
900	6.60	6.10	75
1300	8.10	11.5	64
1700	9.55	30.5	68
2100	10.9	62.0	69
2500	17.4	81.5	72
2900	22.7	109.0	77
3100	25.8	123.0	79
3300	28.3	140.5	79
3500	30.6	157.0	N/A
3600	30.9	168.0	N/A

TEST CONDITIONS:

Sea-trial data was compiled by Volvo. Two-way average speeds were measured by GPS in the waters off Coomera, Queensland, Australia, in winds of 5 to 10 knots, with two people aboard, 100 percent fuel and 40 percent water. Sound levels were measured at the helm.



Leather upholstery and sumptuous padding encourage lounging in this yacht's salon, and proximity to the helm keeps the skipper from feeling left out. Sight lines are excellent.

ambience of the master, because it's so large, but I easily pictured myself stretched out on the settee, opposite the berth and a step higher, sipping a single malt and reading *The Riddle of the Sands*. Up two steps and forward of the bulkhead on the port side is the master head and shower. At this location, the deadrise of the bottom intrudes on floor space but leaves enough for a normally spacious head. The forepeak guest stateroom seemed adequately large, though pinched a little by the hull's converging forward sections, and it gets light from two portlights in the topsides and two round hatches in the overhead. The single stateroom on the starboard side is perfect for a paid skipper.

Topside, the open plan from helm to transom makes this 50-footer a fine platform for entertaining. Glass doors open the afterdeck to the salon. On the port side, a single swing door of conventional size lets folks pass to and from the salon. To create a wide-open

inside/outside area, simply fold back the bifold door on the starboard side. Hanging out on the afterdeck gets a person a little windblown when the boat's at planing speeds, but the noise isn't objectionable. I could easily imagine dinner at the big table aft as the *Maritimo* creeps along at displacement speed in flat water.

In the salon, the L-shape settee is a perfect spot to lounge with a book, gather for conversation or watch a movie on the flatscreen TV. Pushing a button summons this device from its hiding place in the cabinetry on the starboard side.

Most important to the success of parties aboard is having the galley in the after starboard corner of the salon — in the middle of the fun. The Kenyon gas grill in the cockpit's entertainment module may add to the menu's variety. The module also contains a freezer and a sink. The little dishwasher beneath the microwave eases the pain of cleanup.

Probably the most astonishing element of the 50SC's arrangement plan is the

dinghy garage. The company's research showed that yachtsmen have begun to consider this amenity an essential in increasingly smaller yachts. At 50 feet, this *Maritimo* seems to have pushed the limit, but the execution is no less brilliant. The dinghy garage is above the engine room, accessible via an electrically powered hatch. To launch the tender, simply pull it from the garage onto the articulated swim platform and lower it into the water. As unique as the design is, it makes getting into the engine room a little difficult, proving that squeezing a quart of features into a pint of yacht has its compromises.

Fluid lines wrap the 50SC's most appealing interior in a well-proportioned shell — one that combines automotive themes with traditional yachting elements. The plunging sheer line and shape of the windows in the house visually extend the yacht's length, and the extended roofline elevates the profile a step or two above a typical express boat.

Like every IPS yacht I've driven, the *Maritimo* tracks as though she were on rails, making the autopilot seem

THE ORIS WORLD OF YACHTING HEROES



JOHN WELLER,
FREEDOM WATERS FOUNDATION
YACHT BROKER. CANCER SURVIVOR.
HUMANITARIAN.

Founded in 2006 by John Weller and Debra Frenkel, Freedom Waters Foundation (FWF) is committed to enhancing lives by providing boating opportunities and marine related activities for people with disabilities, life threatening illnesses, youth at risk and others with special needs.

Their signature event, *FWF Weller Days* started with one child and one family going out for a three hour cruise on a private vessel. It has grown to include many boats, many families, therapeutic day camps, schools, and social service groups. Through these and other programs, *FWF* serves over 600 individuals each year.

To learn more and get involved, visit: freedomwatersfoundation.org.

ENTER TO WIN. Visit us online at yachtingmagazine.com/yachtingheroes for the opportunity to win an Oris Divers Date watch plus a VIP sailing getaway in San Francisco, CA.

real watches **for** real people



ORIS
Swiss Made Watches
Since 1904

www.oris.ch

The Yachting Heroes Sweepstakes sponsored by Yachting magazine and Oris, is open only to individuals, twenty-one (21) years or older at time of entry, who are legal residents of the United States, excluding residents of the states of California, Kentucky and Utah, and the Territory of Puerto Rico. No purchase necessary; void where prohibited by law. To enter and for complete Official Rules, visit yachtingmagazine.com/contests between June 25, 2012 and August 13, 2012.

ON BOARD



That's a full-beam master stateroom (above). Her striking styling should wear well (below).

unnecessary — at least in relatively smooth water. This yacht rides on a warped-plane, V-shape bottom of moderate deadrise at the transom. Although we didn't have any seas to speak of, Krueger says that his experience aboard her in rougher waters proved that she's a good sea boat. The parallel thrust of the IPS, as opposed to the down-angle thrust of shafts and props, caused the 50SC to run at about 6.5 degrees bow up with neutral tabs. This in no way limited my sight lines from the helm, nor did it affect the boat's speed

during my time aboard. She responded instantaneously to steering input, dipping her inside shoulder in tight turns and losing almost no speed — this behavior is also a result of IPS drives and a well-shaped bottom.

Is this the perfect midsize yacht? It may very well be for those folks who like high style, entertaining friends and cruising in comfort. And who doesn't? □

Maritimo, 206-462-6080; maritimousa.com; Galati Yacht Sales, 616-738-3108; galatiyachts.com





real watches **for** real people

Oris ProDiver Chronograph
Automatic mechanical movement
Unidirectional bezel with RSS protection
Automatic helium valve
Water resistant to 1000 meters
See our story at www.oris.ch/journey-intime



ORIS
Swiss Made Watches
Since  1904

Block Island A vacation spot for presidents and pirates, Block Island is a New England treasure.

By Daniel Harding Jr.

Pirates. That is the first thing that comes to mind when I think of Block Island. As a kid, I first visited this beautiful island off of Montauk Point, New York, with my parents. The stunning natural beauty, the clear blue water and the towering bluffs of the island couldn't hold the attention of a 7-year-old for a New York minute. No, what interested me was the local legend surrounding Captain Kidd, as told to me by my dad.

"It is rumored that Captain Kidd buried all of his treasure on Block Island," he said. "In fact, I bet it's buried right there on the beach."

The improbability that an infamous pirate had buried his booty just feet from the shore in a spot that also happened to be within a line of sight from where my parents drank cocktails was lost on me. I spent hours shoveling that beach with my unwilling assistant/younger brother, whom I had promised a small cut of the treasure.

Fifteen years later, the retired U.S. Coast Guard station at the entrance to Block Island's Great Salt Pond welcomes me like an old friend. Dozens of boats circling the harbor in pursuit of a free mooring don't extend the same feeling. The controlled chaos is a regular scene and the closest thing to a traffic jam you will find here.

When you do tie up to a mooring or wiggle into a slip at Champlin's, Payne's or the Boat Basin, walk just a few hundred feet from the dock and you will realize why finding space in Block is such a challenge. It is, for lack of a better word, beautiful. Rustic restaurants, century-old homes and quaint B&Bs separated by stone fences dot the rolling green landscape, which can be compared to Ireland's.

The iconic beauty and relaxed atmosphere of the island has earned it the Nature Conservancy's designation as one of the top 12 "Last Great Places."

The view of Spring Street from New Harbor helps to explain why Block was designated one of the "Last Great Places."

TREASURE ISLAND

FOR RESOURCES, A PHOTO GALLERY AND VIDEO OF BLOCK ISLAND, GO TO YACHTINGMAGAZINE.COM.





CRUISING YACHTSMAN

Over the years, it has been the vacation spot of choice for presidents Ulysses S. Grant, Franklin Delano Roosevelt, Dwight D. Eisenhower and Bill Clinton. At the entrance of the three marinas and the ferry dock, you'll find mo-ped and bike rental shops, which are the best options for experiencing the entire 10-square-mile island. If you are giving yourself a self-guided tour, which is recommended, a good place to start is at the Southeast Lighthouse. Performing the roles of both an active lighthouse and a museum, it is one of Block's proudest landmarks.

Leave the bikes and mo-peds at the lighthouse and hike along the Mohegan Bluffs to admire the nearly 180-foot-tall cliffs that make up the southeastern corner of this New England paradise. They sit in stark contrast to the low-lying harbor of the Great South Pond, so make sure your camera is charged.

At the beginning of your second day here, keep your ear toward the hull and listen closely. If the wind is blowing the right way, you'll hear Bobby Leone singing "*Andiamo, Andiamoooo*."

Italian for let's go, the greeting from the pastry boat cruising the harbor has been an enjoyable Block Island tradition since the '70s, when Leone's father, Aldo, first founded Aldo's Bakery and hired local kids to take him on a boat to deliver his pastries to those sitting on the hook.

"My father was a colorful guy; first thing in the morning he would go around in a boat and sing opera. In between songs, he would shout *andiamo* to wake



everyone up so they would buy his donuts and coffee," Leone says. "I took over when my father passed away in 1982. It's scary to me because, when I started, the kids I saw that were 5 and 6 years old are now bringing their children."

Block Island, like any great cruising destination, offers dozens of restaurants, from curbside pubs to five-star dining rooms, and most of them feature fresh seafood caught right off these shores. If a casual dining experience and a first-class view are on your menu, then a visit to The Oar is a must. Just walk in the door, which is feet away from the Boat Basin, and you'll realize how it got its name. Since the '90s, patrons have been able to sign and decorate an oar and the owner would hang it in the restaurant. Today, the tradition continues, and literally hundreds of oars adorn the place. Besides the wall ornaments, The Oar is famous for its lobster rolls and mudslides.

While most of the island shares the rocky coastline that the Long Island Sound is known for, Crescent Beach, on



the island's east coast, explains why Block Island is sometimes referred to as the "Bermuda of the North." The white-sand beach and turquoise — yes, turquoise! — water make this a popular spot. The outdoor bar at Ballard's, serving frozen and exotic drinks, rounds out this tropical trifecta to complete the illusion. Step into the surf and the cold water will quickly snap you out of it and remind you that you are still in New England.

With thousands of boaters visiting the island every summer, most of them return to this slice of cruising nirvana annually.

"Most of our customers are repeats and over the years ... have become like an extended family," explains Joe Kunz, who has worked at the Block Island Boat Basin for 17 years. "The people that meet one another here stay in touch throughout the winter until they see each other here again."

Returning to the island more than a decade after I first explored it, I am more able to appreciate the salty pubs, the array of restaurants and scenery that can literally take your breath away. Still, part of me wants to trade the lobster rolls and cocktails for a pail and shovel to pick up where my inner child left off. Maybe I'd find that treasure after all. □

Bring a decorated oar and your appetite to The Oar and both will be left behind. The rolling green hills and stone fences of Block Island (above) can be compared to those of Ireland.



free.



Free at last. Free from the drudgeries of airline travel. Free to fly precisely where you want to go, and when. Even to remote airports with short or unimproved strips. In executive-class comfort for six. At speeds of up to 322 miles per hour. Nice thought, but neither a realistic nor timely ambition? Think again. You can own your

own PC-12 NG for less than the cost of a quarter share of most fractional jets. And less than half the operating costs. To make it easy, we'll even manage it for you. And you know it's true: no matter how hard times are, freedom is always worth the price.

PILATUS

Come fly the PC-12 NG
at a dealer near you

Call 800.745.2887
or visit PC-12RightNow.com

A TASTE
OF

Adventure

OF OUR FAVORITE CRUISERS CONFESS TO

You'd have to live under a rock to miss the recent emphasis on all things local. Local politics, locally grown food, local artisanal wares. Paying attention to what's close to home is all the rage, and since we bring you exotic, far-flung adventures in every issue, we thought why not mix some local expeditions into our Adventure Issue to remind our readers that big surprises can be just around that nearby bend? We asked five frequent YACHTING contributors and world voyagers to tell us about the adventures they loved that were not too far from home. For more on all of these trips, and a full feature on Maine's Outer Islands by Ben Ellison, go to yachtingmagazine.com/tasteofadventure.

*By Linda and Steve Dashew, Vincent Daniello, George Sass Sr.,
Tom and Nancy Zydler and Ben Ellison*

EXPLORE MORE

SEE MAPS, PHOTO GALLERIES AND MORE WEB EXTRAS ON ALL OF THESE ADVENTURES AT YACHTINGMAGAZINE.COM.

ture

LOCAL FAVORITES

What lies beyond the next bend of the Dismal Swamp Canal? Does it matter? The cruising is serene and the scenery is quietly stunning.



LINDA AND STEVE DASHEW

NOT-SO-DISMAL CRUISING

A passagemaking legend tackles another extreme in the serene ICW.
LINDA AND STEVE DASHEW

The high-pitch cry of an osprey pierces the early morning mist. We take in the enveloping jungle-like forest that abuts our anchorage. A bald eagle looks with disfavor at the osprey poaching on his turf while a beautiful egret hunts for breakfast, and we pause for a moment, savoring the timeless ambience. This is unusual cruising territory for us and our FPB 83, *Wind Horse*. We are used to remote country, and anchorages without soundings: Far away, hard-to-reach destinations like Greenland and Svalbard lie in our wake. But this July we are anchored at the southern entrance of the Dismal Swamp Canal, and it is just the opposite. Instead of having to passage thousands of miles, braving storms and the threat of arctic ice, the swamp's northern entrance is a short hop from Norfolk, Virginia. And yet, it casts a wild spell.

We are ostensibly taking it easy this cruising season. Rather than returning to the Arctic, as was the original plan, we've opted to explore the Intracoastal Waterway (ICW), a first for us. At 83 feet overall length, *Wind Horse* might seem a bit large for these narrow channels and thin water, but she maneuvers easily and draws just five feet. Working her into and out of tight spots is the ex-sailor's equivalent of sailing onto the anchor at Falmouth Harbor during Antigua Race week. In short, it's a buzz.

The mist is clearing, and with coffee mugs in hand we winch in our oversize Rocna anchor. *Wind Horse* nudges forward, as we keep one eye on the course ahead, the other on the depth finder.

Surveyors first plotted this area in the 17th century, and in 1763 one George Washington visited, looked with favor on the area and conceived the idea of a canal to connect Norfolk, Virginia, and the Chesapeake to North Carolina's Albemarle Sound. As president, with real juice, Washington worked with Virginia Gov. Patrick Henry to get the ball rolling, and by 1793 construction had started on the canal.

The channel twists, turns and narrows. A brilliant yellow-green deposit coats the surface, making chaotic swirling patterns as we pass through. Water depth varies from five to seven feet as we enter the Dismal Swamp Canal proper. Our crew is completely transfixed by the beauty as we move along at six knots. We are miles into the Dismal Swamp before we recognize that there is no room to turn around. Among overhanging trees, shallow banks and constricted channel width, if we were to backtrack it would mean literally reversing down the entire distance.

Although *Wind Horse* is of shallow draft and svelte displacement (just 44 tons), she still feels the drag of the narrow waterway. You can see the lily pads sucking down ahead of us as the water level drops and then springing back up on our passing. Occasionally there is a thump as our passage disturbs bottom debris.

Halfway along there is a visitor center with dock space for several yachts. We stop, have a look and settle in for the evening.

The next day brings more of the same haunting passage, until late in the afternoon when we arrive at a set of locks used to control water level within the Dismal Swamp Canal.

A 45-foot sailboat enters, and then we are ushered in. We have advised the lockmaster that there are just two of us aboard, and a line handler does a quick, professional job with bow and stern lines. Currents within the lock and on entry and egress are minimal, and boat handling is relatively simple. A few minutes and we are under way for Norfolk.

The Dismal Swamp has been the highlight of the ICW for us. We only wish we'd allowed more time for exploration. There appear to be numerous branches that are traversable by dinghy or small yacht. Maybe next year we'll take another crack at it.



BENDING TIME IN THE BAHAMAS

Travels through
a place that forgot time.

BY VINCENT DANIELLO

As a child, my first boat trip beyond the Long Island Sound was to the Abacos, and I've been in the Bahamas as a yacht captain, boating journalist or tourist at least once every year since. You'd think by now I'd be jaded, or at least longing for more diversity, so what is it that always lures me back?

It starts with Island Time. Heading east from the already-relaxed tempo of South Florida, minutes fall, uncounted, into hours. But here's the thing: Island Time has zones. Beyond a 200-mile radius from Fort Lauderdale — not ironically the farthest most boats travel in a day — those hours fade into just morning, afternoon and tomorrow.

With that pace of time accepted, stress and worry are all but impossible. It takes two days to acclimate once past the casinos, restaurants and shops that cater to the hurried crowds in that first Island Time zone.

The payoff is enormous, literally. More than 700 islands and thousands of small cays provide Bahamians dry land comparable in size to Connecticut, but those islands are strewn among grassy sounds, shallow sand flats and mile-deep inland seas across an area about the size of Colorado. Yet the well-traveled waters from Nassau to Harbour Island and up through the Abacos circumscribe an area that is not much larger than Maryland, leaving four-fifths of the islands all but untouched by tourists or time.



VINCENT DANIELLO

On any given day in those southern Bahamian waters, I'll find the sapphire, topaz, jade, emerald and aquamarine equivalents to the colors of the mountains of Vermont in autumn or the splendor of a Rocky Mountain lake at sunrise. Motoring through Pike's Creek in Exuma, diving at Conception Island, looking out from Columbus Point on Long Island's Cape Santa Maria (named by the explorer, not for him), my list of favorite spots is long. Even the deep waters that penetrate the Bahama Banks are a rich iridescent indigo I've not seen in any other ocean. That beauty exists farther north but is less appreciated until the hour of day no longer matters.

Undoubtedly, though, it's the people who draw me back year after year. I've simply never met an unpleasant Bahamian. People live and work here with smiling faces and cheerful attitudes. This is particularly so beyond the cruise-ship terminals and places reached by frequent commuter flights in the northern Bahamas.

Think of this: In most travel destinations tourists arrive in airplanes or cruise ships. Yachts of any size are an oddity. But in many Bahama settlements the majority of tourists arrive by boat, and conversely, most Bahamians are boaters, divers and fishermen too.

In fact, as I travel the far reaches of the Bahamas I'm often asked to make reservations for dinner, not in order to choose an hour for seating but to specify the entree. This gives the proprietor's brother, uncle or cousin time to catch the dish I want. That's about as far in advance as people plan here, where time truly is defined by seven divisions of a week, not 24 divisions of a day.

So what brings me back year after year? It starts with Island Time.

UP A LAZY RIVER INTO YESTERDAY

Old Florida can still be experienced by the intrepid.

BY GEORGE SASS SR.



Florida's St. Johns River is one of the few rivers in the United States that flows north. Perhaps it's this contrarian attitude, the way it meanders in the opposite direction of most others, that has preserved a way of life long ago faded from the American scene.

My crew's brief exploration of the St. Johns began in downtown Jacksonville, 15 miles from the ICW. We had taken advantage of the free-floating docks at Jacksonville Landing, the riverside marketplace, to serve as our base for visiting this busy, modern city. But since we had come to see something of Old Florida, we continued upstream, making a stop along the Ortega River for fuel and a glimpse of the renowned Huckins yard. Its docks were lined with legendary boats, some old and some more recently built but all displaying a timeless beauty.

Leaving the Ortega, the commercial scenery turned residential, and the river seemed as wide as the Chesapeake Bay, creating ideal conditions for the many sailboats we saw as we motored for Green Cove Springs, 17 miles south. We tied up at the floating town docks and walked through the attractive city park to find the mineral spring, known by locals as the "Original Fountain of Youth." Years ago the spring was surrounded by hotels for the many guests that flocked to it for rumored medicinal qualities. Today it feeds a public swimming pool before flowing into the river.

Green Cove Springs is emblematic of so many small American towns hit hard by suburban sprawl, strip-mall shopping centers and big-box stores. Beautifully restored 19th century homes surround the downtown's half-empty commercial district, its lonely shopkeepers hoping for better days. But even in its present state, life here offers

a sense of quality and quiet that's often unfamiliar to visitors from other parts.

We headed 30 miles upriver toward the town of Palatka, where we had made reservations at the Quality Inn Motel & Marina. Palatka is clearly an old river town, but with a population of 10,000, it is quite lively, thanks in part to Georgia Pacific's pulp and plywood operation. An expansive riverside park is part of a major redevelopment project, complete with new town docks.

Ken Fickett, builder of Great Harbour trawlers in Gainesville, joined us for dinner at nearby Corky Bell's, and he urged us to continue farther up the river for a glimpse at what Old Florida looked like.

Advancing to Welaka, we found ourselves in a subtropical environment. Alligators and turtles shared the sunny riverbanks, water hyacinths filled the backwaters, and white egrets stood out from the shadows of the dark green vegetation. We tied up at the public town dock and found the sleepy town of 600 virtually closed for lunch.

Turning around because of our tight schedule, we left the next 60 miles to Sanford for another trip. According to Fickett and other locals, the St. Johns gets a lot more interesting and much wilder as it wanders through Lake George and Lake Monroe. But from what we had already experienced, we can vouch for the St. Johns' ability to offer time travel to a wilderness and Old Florida way of life that we thought had already disappeared.

GEORGE SASS SR.

4 BREAKING THE ICE IN ALASKA

Whale Song dodges growlers and bergs in the frozen North.
BY TOM AND NANCY ZYDLER



Alaska! Grizzlies gobble salmon; whales breach and sound; glaciers loom large. Venture this far north in a boat and you'll realize that tidewater glaciers shed ice into the sea. There it turns into hard floating rocks. A carpeting of smaller chunks may tinkle pleasantly against the hull, but, as we found out, it's better to navigate clear of it anyway.

On a passage north from Petersburg, we kept the midnight watch. In calm air the water ahead glowed like burnished silver under the moonlight. Then odd lumps marred the smooth surface. Magnified through the binoculars a tail fin waved in our face and vanished. With the whale gone there was still something low and menacing there — growlers of ice. By early morning we steered around jagged ice sculptures that glistened in the sun and thrilled everybody. The turn into Tracy Arm shifted the focus; the surrounding mountains plunged into the narrowing fjord with abandon. Around each corner yet another El Capitan look-alike shot streamers of meltwater from high up. An occasional waterfall roared into the sea close by. At Sawyer Island the previously scattered ice floes united and the way north to Sawyer Glacier looked like solid ice rubble. Soon the boat was jammed in it, our minds on the stabilizers that poke out from the hull a few feet under. A good whack against an underwater ice spur and they'd bend. The group in the hastily launched tender went ahead, weaving crazily in search of open leads. They soon returned with a prize — glacier ice for warm-up drinks! Around 10 p.m., in dim daylight, we wiggled out to Sawyer Island again. We waved to a couple of toughs camping on top of it, their kayaks hauled all the way up.

Some 10 major glaciers surround Glacier Bay. Many have now shrunk back onto the land, and only some can be approached closely by boat. Lamplugh's terminal snout croaked, creaked and groaned very audibly as we put *Whale Song's* bow near it. Underneath the sheer ice cliff melt, rivers roared, creating a current strong enough to hold the boat off. Around the corner, Johns Hopkins Glacier, a crenelated, scalloped frozen barrier under overbearing black peaks, was shedding enough ice to let us only halfway into the inlet. Fur seals, rare elsewhere, snoozed on many of the floes. Deep water washes right against Marjorie Glacier. It calved repeatedly, cannon booms preceding each avalanche of ice. McBride calved so much we had to anchor outside the

inlet's bar. Our explorers returned shaken after barely escaping from a vicious eddy spinning jagged ice islands with the little boat caught in the middle.

This close shave cooled our ardor for personal ice encounters. Panoramas of glacier-capped mountains unfolded while *Whale Song* powered north along the shore of the Gulf of Alaska. We timed the swing into Lituya Bay carefully at slack water — the tidal current in the narrow entry slot can reach 13 knots. In 1958 three trolling boats anchored in Lituya a few hours before a 1,700-foot-high tsunami exploded upon its waters. Miraculously the crews of two boats survived.

Icy Bay was all too true to its name. *Whale Song* barely made it through a line of floes over the bar and into an ice-free pool by Moraine Island. Only bush pilots can deliver guests to the summer fishing lodge there. In Prince William Sound the giant Columbia disgorged ice, which fanned out for miles. *Whale Song* powered westward where our best anglers would compete for salmon with hungry grizzlies. For those looking to experience cruising's razor's edge, come to Alaska and try bobbing and weaving with a berg.

TOM AND NANCY ZYDLER



THE RUN, THE RIFT, AND THE HARD WAY

Exploring Maine's outer islands is not easy, but nothing good ever is.

BY BEN ELLISON

In Maine, men once upon a time carved huge blocks of granite from the islands, using mostly muscle, and they called the grain structure they worked “the Run, the Rift and the Hard Way.” The evocative phrase also serves to describe cruising this coast’s thousands of isles today. It’s relatively easy to run Down East from Portland to Cutler enjoying nearly countless secure harbors, both inhabited and wild. And you’ll delight in the granite shores that rise up in places where molten magma once bubbled through rifts in the planet’s skin. But what’s hard is visiting the outermost islands that host the most intense flavor of Maine’s natural beauty.

Consider Wooden Ball, a mere 23 miles down Penobscot Bay from my lovely, though highly civilized, home port of Camden. It’s a mile long but lacks anything you could honestly term a boat harbor. Heck, it doesn’t even have vegetation big enough to call a tree, but, wow, is it alive in the summer! While it’s been well over a decade since my only visit, I have vivid memories of how the wee hollows in its endlessly varied ledges host cranberry bogs scattered with wildflowers and cattails, all happily

OUTWARD BOUND

READ BEN ELLISON'S FULL FEATURE ON EXPLORING MAINE'S RUGGED OUTER ISLANDS AT YACHTINGMAGAZINE.COM.

overseen by songbirds. Of course, there are many seabirds too, including rare species. Some of these outer islands are off-limits until the nesting season ends in mid-August, which often makes it hard to catch the right weather window.

I remember too how tough it was to get ashore in our tender. Finding a reasonable spot to get in was tricky, and then scrambling over the jumble of wave-rounded rocks — lots of pink and gray granite from the nearby rifts — was an exercise in agility. (Note that these same boulders ground down to sizes under about a half inch and gathered in a less exposed spot are what Mainers tend to call “a beach.”) Then there were the minke whales working the herring that in turn worked whatever upwelled as strong tidal currents scoured the shores.

Had I paid more attention to those currents I might have avoided an embarrassing incident that day. While my mate and I wandered the island in a Thoreauvian daze, my boat of the time, a fast 25-footer, dragged her anchor toward very deep water. If it weren’t for the extraordinary luck that a couple of good samaritan urchin divers were enjoying the same calm day in the same spot, we might still be on Wooden Ball Island.

Despite that, my taste for Maine’s outer islands was only whetted by this experience, though now I’m more careful about how I visit. In the much longer version of this piece that’s up at yachtingmagazine.com I’ll detail some of the strategies I’ve developed over the years, which include using your electronics to good advantage. There are ways, for instance, to know if your boat is dragging even if you’re picking cranberries a mile away. I’ll also discuss how to research these outer islands, since they are understandably unsung by the wonderful organizations that protect them and by most cruising guides. But for all our pride’s sake, I’ll try not to mention that there was a time when heartier folks farmed Wooden Ball and similar raw island jewels all along the coast of Maine. That was the Hard Way, indeed. □





A Special Delivery

Vicem's new 107 *Moni* brings "good luck" on her maiden voyage.

By Frances and
Michael Howorth

To get to be the first to sail on a brand-new boat is a privilege.

To enjoy her maiden voyage, an even greater joy.

Our ride was the Vicem 107, the largest in this company's classic line. Her name, voted upon by Vicem's workers, is *Moni*, which in the Laz dialect of Turkey refers to the evil eye, a ubiquitous good-luck emblem in this nation. This shakedown trip, from Marmaris to Bodrum, was designed to wringout *Moni* as we delivered her to her home port for the season.

The roughly 100-mile journey to Bodrum at 10 knots took about 10 hours to complete. We traveled within the Turkish cell-phone coverage area and ducked in toward the coast to pass north of the Greek island of Simi. Sea conditions were smooth, with just a long swell left over from some earlier storms, and *Moni* handled it well — rising, falling and gently pitching in seakindly fashion. The coast's rocky and steep landscape, scattered with trees and sparse green vegetation, looks barren from the sea. It gives the impression of having been bleached by the hot Mediterranean sun. Looking out to sea from here it's easy to imagine another age, even as far back as the time of Odysseus. Then as now, the sea here would have been full of vessels sailing to and from what are now the Greek islands and the nearby mainland of Turkey.

Close to Simi the scenery changes. Here small houses are built up the hillside in clusters. In case that implies dense habitation, let me hasten to add that most of the island is uninhabited and as sparsely vegetated as it must have been during the Bronze Age. Sailing past Simi and hugging the mainland we notice patches of brown, bare soil dotting the bleached hills, but the steepness of the terrain quickly dispels any notion of fertility. It is dramatic and undeniably appealing, with a wild feeling long missing from our mostly overbuilt world. Yet all too soon the signs of civilization return: more and more houses and a gently undulating line that indicates the location of a road along the coastline.

We stopped once, anchoring in an idyllic bay close by Marmaris, called Kumlubuk and home to a yacht club of the same name. Ashore, the countryside is a riot of early summer color; and the aromas of wild herbs were as much a joy to the nose as the vista was to the eye — fresh sage, wild oregano and pine are just a few examples of what we found. Dinner was served on the terrace of Hollandalı Ahmet, a delightful restaurant on the water's edge.

Back aboard, I had a good look at *Moni* and marveled at the workmanship. She's a composite vessel, built from cold-molded mahogany in one of the company's three manufacturing plants in the free-trade zone of Antalya, in southwestern Turkey. She's a modern-day testament to the age-old tradition of wooden boatbuilding, where craftsmanship is king. While many may argue that using vacuum-bagged cold-molded wood is nothing more than a standard composite construction technique, others will swear that it is at the pinnacle of wooden boatbuilding methods. It is only when talk turns to hull weight that the traditionalists begin to lose ground. Although cold-molded hulls weigh the same as, or less than, conventional GRP examples, the most sophisticated carbon fiber laminates and many resin-infused hulls are lighter. Our host, Sebahattin Hafizoglu, is chairman

of Vicem, and his yard on the Bosphorus was among the first to embrace blending traditional skills found in the construction of the Turkish gulet with emerging cold-molded wood-and-epoxy techniques. Pestered by local resorts and businessmen clamoring for anything he could build, he started Vicem. Twenty years later, the wider world, and in particular the North American market, have come to recognize Vicem's great-looking designs and superb craftsmanship.

That artistry is evident in the 107's main salon, which is traditional in its style, yet the light-handed touch of the designers has given it a contemporary twist. Wide open on two levels, a sole of sapele planks runs fore and aft with the wide boards pleasingly offset. Mahogany bulkheads are darker than the deck. Large side windows and an overhead covered in a light textile ensures that the space is not dark or cavelike. An L-shape sofa to port is finished in a pale mouse-colored suede and separates to allow flexible

Lots of headroom and a light-tone sapele sole running fore to aft make the Vicem 107's salon seem much larger than it is (right). This yacht's full-beam master's enormous side windows (below) ensure that this space is bathed in natural light. That teak platform is daring someone to dive off of it (bottom).

PHOTOS COURTESY VICEM



BY THE NUMBERS

TO SEE THE VICEM 107'S PERFORMANCE DATA AND MORE PHOTOS OF THIS MEGAYACHT, VISIT YACHTINGMAGAZINE.COM.



TURKISH DELIGHT

Rich in culture, this country offers yachtsmen a bevy of sporting and cultural adventures.

Are you a diver who is curious about seeing octopuses, grouper, turtles or even barracuda while swimming in the sea? Sure, you could probably do this in the Florida Keys or the Bahamas, but less than a half-hour out of Bodrum, you can do it at a place called Big Bango. This is just one of many on-the-water activities available to the cruising adventurer in this area of Turkey.

The country's tourism site, goturkey.com, also boasts of Bodrum's myriad walking trails and crystal-clear waters set off beaches with exotic names like Yalıkavak, Torba, Güllük and more. Bodrum is also known as a sailing center for the region, and the Bodrum Cup sees yachts from 15 to 30 meters compete. History lovers will find dozens of ancient ruins to visit by boat, including Kekova, which is home to the sunken city of Simena. Today Kekova is a fishing village. Back in Bodrum, explorers will discover the mausoleum of King Mausolos, which is considered by many as one of the original Seven Wonders of the World. A visit to Cleopatra Island finds your feet walking across a type of sand that is found only here. According to legend, Antony transported this sand from Egypt to this beach by ship.

And this is just a small sampling. There's so much to see, just in this area along the Mediterranean coast — whether it's Antalya or the resort-focused Marmaris, your dream trip here is limited only by your time and interests.

seating arrangements for five guests. Two low coffee tables on red-pattern rugs and two small matching side tables complete the picture. One step takes you up to the dining area, where a walnut table comfortably seats eight and can be expanded to seat 10. The bulkhead between the dining area and galley cunningly conceals a wine chiller and racks for stowing bottles. The multimedia entertainment locker houses an Apple TV, which may discourage conversation at dinner, and a Sonos sound system.

Lots of natural light streaming onto a central stainless-steel countertop floods the portside galley, where Gaggenau appliances await the chef. Opposite the galley is a day-head set beside a

glass-wall staircase leading to the lower deck. Here we find the master suite aft, the VIP forward to starboard and a pleasing double to port. On the starboard side is a pair of double-bunk cabins, which is ideal for the kids. Cabins are arranged along a light-color companionway with plenty of headroom.

The full-beam amidships master suite features massive side windows, making this an attractive, well-lit space. To starboard is a leather-top vanity unit; to port, a small sofa covered in orange material has drawers underneath. Leather is used to great effect in this stateroom — soft, padded, brown-leather panels surround the king-size bed and make it seem even bigger. A voluminous bathroom features a large shower with a rain showerhead, under-sole heating and a double wash basin. This space is beautifully finished with light-color Turkish marble.

This yacht's portside double cabin has spacious cupboards and a very large window behind the bed. The well-appointed head forward features a large shower and glass cupboards over the sink, giving it loads of stowage. The twin cabins opposite share a head. One cabin has twin bunks lying fore and aft; the second has bunks across the beam with the upper a Pullman, so this cabin may be used as a single. This is a very sensible arrangement, since the boat will earn her keep as a charter yacht.

Walk forward to starboard and up two steps to find the VIP suite. A queen berth faces forward with a head to port. Carpets here, as in every stateroom, are of an off-white wool and give a pleasant feel when walking barefoot. There is also an iPod dock and interior phone in each cabin, which can be connected to shore-based systems when dockside.

Externally the yacht is well-designed for cruising in warm climates. A substantial hardtop provides plenty of shade and covers half of the large sun deck. While hugely practical, it does little to add to the otherwise pretty line of the 107's exterior styling. Had the stanchions been made of ellipsoid-shape brushed stainless steel instead of polished box-style, we think the overall style of the yacht's exterior would have been enhanced. That



This 107-foot megayacht's master stateroom spans just a hair under 24 feet. That's big!

LOA: 106'7"
BEAM: 23'11"
DRAFT: 6'3"
DISPL.: 253,533 lb. light
FUEL: 3,381 gal.
WATER: 512 gal.
DEADRISE: 17 degrees
ENGINES AS TESTED: 2 x 1,550 hp
 Caterpillar C32 diesels
PRICE: Approximately \$8,000,000



POWERING THROUGH A MAIDEN VOYAGE

The Vicem 107 is more than just a pretty profile.

We all stood clustered around the captain on the bridge once we knew he was going to firewall the throttles.

Power on the Vicem 107 comes courtesy of twin 1,550-horsepower Caterpillar C32 diesels connected to ZF 2050A transmissions. As the throttles moved forward, the engines' growl became pronounced. With the Cats turning at 1,000 rpm, she cruised at 8 knots while using less than 8 gallons per hour, per side. Very economical. When the power plants cranked up to wide-open throttle, offering a speed of around 18 knots, she vibrated somewhat and guzzled diesel — but then again, trawler yachts are not meant to outrun higher-speed semidisplacement yachts. The sound-insulated engine-exhaust system utilized twin risers, dual chambers, stainless-steel tubing and high-temperature silicone rubber connectors to discharge underwater, which kept her quiet. Highly efficient engine-room exhaust and intake blowers from Gianneschi made sure the engines got all the air they needed and swiftly dispersed heat too.

In addition to being a very handsome boat with an impressive layout, the Vicem 107 is a modern-day powerhouse wrapped in the elegance of yesteryear.

said, the sun deck is laid out in a practical fashion that maximizes family fun and enjoyment. Two Jet Skis and a substantial tender stowed aft can be removed, along with all the fixtures that secure them, and this further enlarges the sunbathing area or creates a dance floor. A wet bar, a barbecue grill and an enormous teak dining table, which converts to two small coffee tables, turns the deck into an alfresco playpen. Forward and to port there is a lounging area, while to starboard the flying-bridge helm duplicates much of the control and command equipment that is found in the 107's wheelhouse.

The cockpit on the main deck is a delightfully sociable area with a large unvarnished teak table surrounded on three sides by upholstered benches, with four orange-mesh and stainless-steel chairs servicing the forward side. Wide steps lead up to the sun deck and down to the swim platform. Here a clever Opacmare Transformer device allows easy access to a variety of dock levels and can, when at anchor, convert into the most luxurious of swim ladders or a diving platform.

Wide walkways to either side lead to the foredeck and its inviting sun pads, which have enough space for four. A small semicircular seating area has a teak table, ideal for an intimate dinner or perhaps an early breakfast. Removable stainless-steel stanchions support hammocks for those

who like to sway while sunbathing.

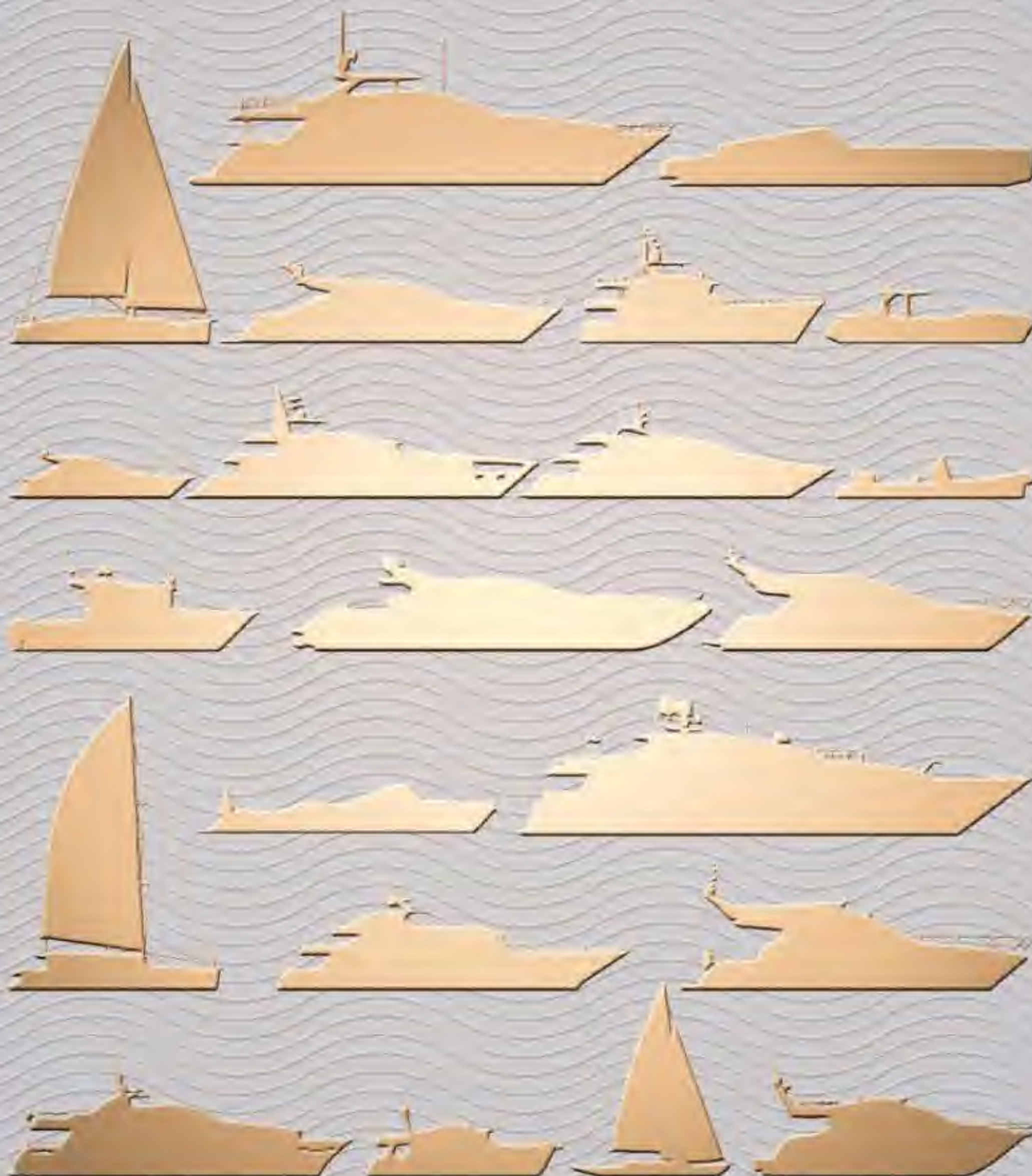
The pilothouse is well equipped and ergonomically laid out. Dark-brown leather seating surrounds a small table with a leather inset located to port. Her center helm area is finished with a pleasing mix of dark-brown and cream leather on either side. Two Opacmare helm chairs finished in light-brown leather are fully adjustable using electric controls in the armrests. To starboard is the wheelhouse door and a dark-brown leather-top chart table. The yacht's radio equipment desk and pod stool with stowage are on the after bulkhead.

Small, well-equipped crew quarters lie aft behind the engine room and are accessed from a door to port. While this is well-suited to the yacht's locally based crew, western crews might find it somewhat cramped. A little galley/mess leads to the engine room, a captain's double berth cabin, a crew cabin with bunks for three and a stewardesses cabin, which also houses a washer and dryer under the single raised bunk.

On a gloriously sunny afternoon, we arrived in Bodrum and moored at the Kempinski Hotel, where *Moni* will be based for charters along the Turkish coast and the nearby Greek Islands. We had avoided a single issue on her shakedown trip, suggesting that this lovely yacht is well-named indeed. □

Vicem Yachts, 954-462-8828; vicemyacht.com; For charter information contact Fraser Yachts, +377 93 100 462; fraseryachts.com

35th
ANNIVERSARY



FESTIVAL DE LA PLAISANCE



CANNES

11-16 SEPTEMBER 2012
VIEUX PORT & SECOND PORT DE CANNES

Boat industry professionals, information and badge order:
www.passportnautic.com

Organized by

Reed Expositions

Owned and hosted by



PORT DE CANNES
CCI NICE COTE D'AZUR

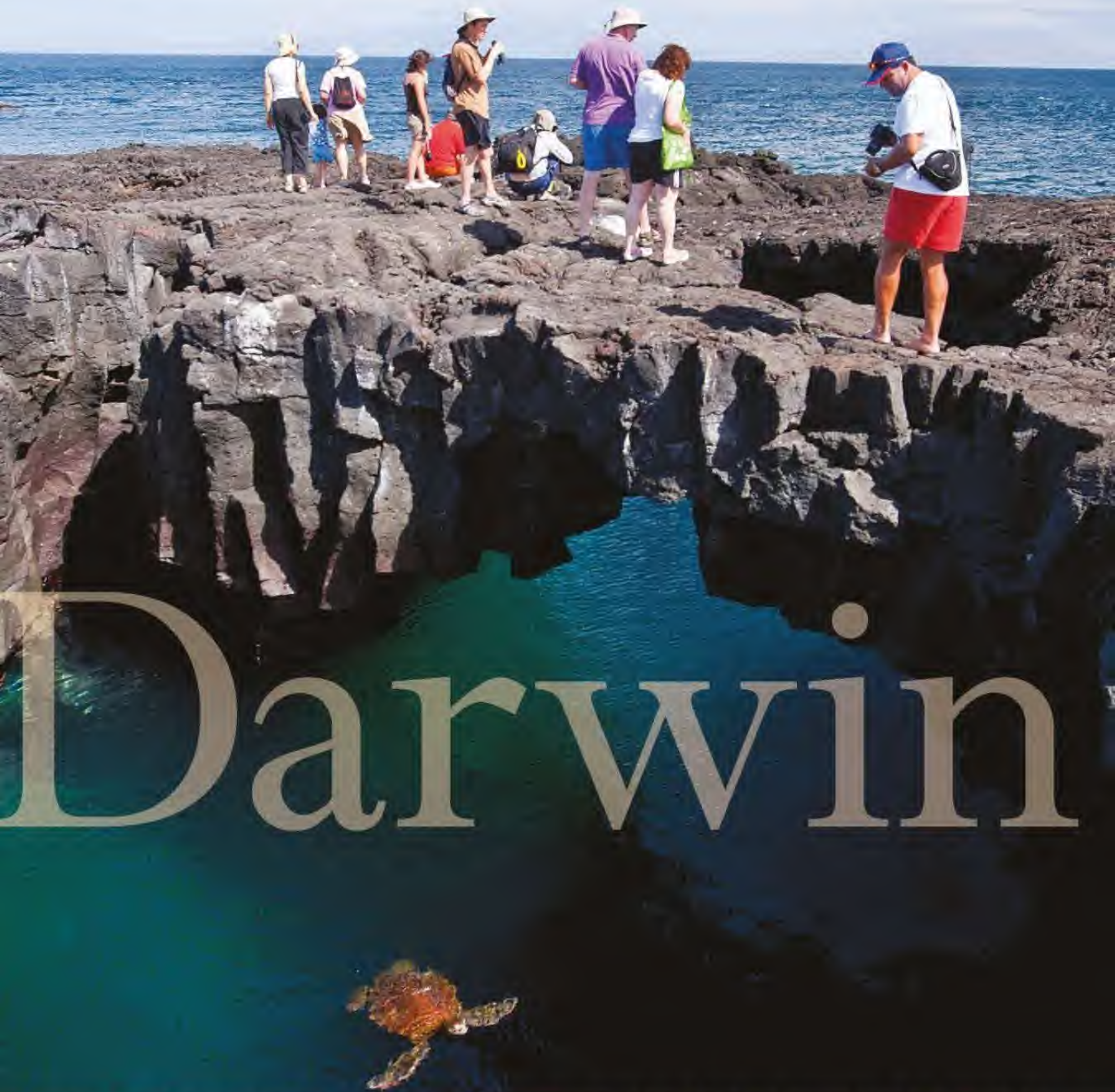
THE SUPERYACHT GROUP



WWW.SALONNAUTIQUECANNES.COM



The unique landscape and wildlife of the undomesticated Galapagos Islands are fiercely protected. A limited number of visitors are allowed here annually.



Darwin

NINE DAYS, SIX ISLANDS, COUNTLESS EXOTIC SPECIES AND ONE

The truck came around the corner and pulled over to the curb.

"We're here!" our jovial guide, Cesar, said in his best English as photographer Zach Stovall and I climbed out, grabbed our gear and headed for a dock that stretched into a harbor dotted with a smattering of fishing boats, workboats, recreational craft and military vessels. We followed Cesar as he stepped nonchalantly over the yellow tape that ran from piling to piling marked "*Peligro*," which means danger in Spanish.

"*Esta bien*?" I asked, as Stovall and I stepped over.

"*Si, si*, this is fine," Cesar replied, as he waved to the driver of our panga (tender), who sat in the large black inflatable beneath us. Soon we were cruising through the harbor of Isla San Cristobal in the Galapagos Islands chain to greet the 192-foot M/V *Evolution*, which would be our home for the next nine days as we cruised through the famous archipelago.

After stowing our gear, Stovall and I visited *Evolution's* salon with the other guests — a doctor and his wife from the Midwest, a family of four from the South, an Australian couple on holiday, a mother and her young son, a couple from the Manhattan financial world — all of them sporting smiling and excited faces, slightly reddened from their time in the equatorial sun. Following a safety briefing, we were told we'd be heading north out of San Cristobal, past Kicking Rock, a famed formation named because it resembles a boot sticking out of the water, to Wizard Hill Beach for an afternoon excursion ashore, before returning to San Cristobal for the night.

We anchored off Wizard Hill Beach, boarded the pangas and motored to shore. Pelicans perched on the cliffs, blue-footed boobies dove into the sea, and slumbering sea lions rested on the rocks and the beach. We swam in the azure Pacific waters. The white-sand beach felt like flour under my feet as they sank with each step. To the east, a line of dark clouds hung low over the San Cristobal highlands. With Kicking Rock shrinking off our stern and the sun resting under the line of clouds hugging the horizon, we made our way back to San Cristobal. One night on the hook and we were off to explore what I was already finding to be an incredible, and at times unreal, landscape.

Morning found our vessel anchored off Espanola Island, the oldest and southernmost of the archipelago. It was our first full day in the islands, and *Evolution's* guests were roused gently at 7:30 a.m. as soft, classic rock — Bob Marley, Paul Simon, Pink Floyd (nothing too trippy) — piped through the PA system into the cabins. In the main dining area, a bountiful spread of fresh fruit, juice, coffee, cereals, freshly cooked omelets and more greeted us as we sat around the tables and got to know one another.

Coming ashore on Espanola Island, we observed sea lions basking on the rocks. A male swam in the water, guarding his harem. Marine iguanas lounged about in the sun. A tortoise swam lazily in the surf. One of the great things about Quasar Expeditions, the company behind our adventure, is its ability to combine fun and relaxed exploration with a vast amount of



Country

UNFORGETTABLE LIFE EXPERIENCE. BY CHRISTOPHER WHITE

PHOTOGRAPHY BY ZACH STOVALL

information, leaving you with an experience and an education.

As Stovall and I followed our guide, Jorge, around the island, along trails that wound through low vegetation covered with a variety of nesting birds, I scribbled page after page of notes. "These are lava herons; over there is an Espanola mockingbird; here you see a Galapagos dove," Jorge rattled off, as we paused periodically to observe the wildlife.

We approached the shore and could hear the waves pounding against the cliffs, sheer and steep, their jagged ledges white with the guano of thousands of waved albatrosses — "the largest seabird in the Galapagos," Jorge pointed out, "which only nests on the north end of Espanola Island, nowhere else in the world." The birds, with their eight-foot wingspans, would launch off the cliffs like planes on a runway — soaring, swooping and returning. Below, iguanas clambered down the rocks and launched themselves into the pounding surf.

Standing on the cliffs, with a light drizzle falling from a gray sky, wind whipping gently against my face, I felt as though I stood on the shores of Ireland looking out at the North Sea, not perched above the Pacific on a tropical island. This was only the tip of the iceberg of wonderment that is the Galapagos.

Puerto Ayora sits on the southern side of Isla Santa Cruz. It is the most populous place in the archipelago with about 20,000 inhabitants, and it's home to the Charles Darwin Research Station. The facility looks like a typical Audubon Society park in the States, sporting well-maintained trails stretching throughout the woods along the shore. There is a fenced-in area of birds and a few interesting lizards-only pens, which house some of the most unique creatures on the planet. The famed and late Lonesome George, the last of the Pinta Island tortoises (one of 10 species found on the islands), relocated here in 1972 and, despite multiple matchmaking attempts, never found a mate.

Upon our arrival, a strong breeze was blowing out of the north. It stirred up seas that rocked the pangas as we boarded and headed ashore. After we toured the research station, buses took us into the mountains. The highlands of Santa Cruz, unlike anything on the other islands of the Galapagos, is a tropical cloud forest. We were headed to The Twins, two sinkholes that were formed by the recession of magmatic pressure thousands of years ago. Rimmed with lush vegetation and the thick rainforest, these sinkholes are a cutaway of the geological history of the island.

We awoke the next morning to the mountains of Santiago Island reaching for the beautiful blue sky off our bow. The black-sand beach of Port Egas is made from volcanic ash and has a porous nature, drying our feet as we walked. Our group explored the beach and headed past the grottos where we could see the beach morning glory stretching down to the shore. In the rainy season their vines bloom with purple flowers. There are few colorful flowers on the Galapagos, which surprised me, given the lush variety in flora and fauna, but one thing lacking from the islands is bees, a necessary element in the pollination and the proliferation of flowers. Along the shore, Sally Lightfoot crabs, marine iguanas, sanderlings, plovers, finches and oyster catchers were feeding and drinking in the pools on the rocks.

Cruising toward Bartholomew Island off the eastern shore of Santiago, I could see Pinnacle Rock, its cragged and pockmarked surface resembling a Native American arrowhead seeming to pierce the heavens. Stovall and I climbed the stairs of Lookout Point, from where the terrain looked like my imagination's

IF YOU'D LIKE TO VIEW A PANOPLY OF EYE-POPPING PICTURES FROM THIS PREHISTORIC PLACE, VISIT YACHTINGMAGAZINE.COM.

Planning Your Galapagos Adventure

Quasar Galapagos Expeditions offers two luxurious ways to see this land lost in time.

For large groups, the 192-foot host vessel, *M/V Evolution*, can accommodate 32 passengers. She sports an 18-person crew for your comfort; two naturalists, so you don't miss one unique moment; a cruise director to ensure a seamless itinerary; and a doctor. In addition to the mind-boggling array of natural wonders you'll see on your voyage, this yacht is equipped with your standard water toys such as kayaks, scuba gear and the like. If that isn't enough, you can rest your weary bones in the Jacuzzi after a day of hiking. Rates per person currently range from \$4,800 to \$6,100 for an eight-day, seven-night stay, depending upon your accommodations. This price includes your Galapagos airfare, park fees, snorkeling gear, guide services and more.

If you have a smaller group, up to 18, perhaps you'll want to check out the legendary *M/Y Grace*, which once served as a personal yacht for Monaco's Prince Rainier as well as a British Navy warship during World War II. She received a two-year refit and was put back into service by Quasar in 2009. *Grace* comes with eight crew, two naturalists and one cruise director. Like *Evolution*, she features all of the same water-activity options. Her rate per person ranges from \$5,600 to \$6,300. galapagosexpeditions.com

vision of the surface of Mars — red sand and hardened lava flow, the calderas of long-extinct volcanoes that formed this marvelous landscape. On a spit of land connecting Pinnacle Rock and Lookout Point sits an oasis of lush vegetation, bordered by white-sand beaches and turquoise water — a lovely contrast to the otherwise barren and hard landscape of this island.

We continued our way through the archipelago to Genovesa Island, also known as Tower Island, where the birds reign supreme, and on the southern end, petrels swarmed like the angry flocks in Alfred Hitchcock's film *The Birds*. Above them on the high breezes, frigates soared in the updrafts. Then to Darwin Bay, where we dropped anchor in the lee of the strong trades, which blew the sea into a vicious chop and drove the surf hard against the island's southern shores. We took the tender ashore and walked along the white coral beach.

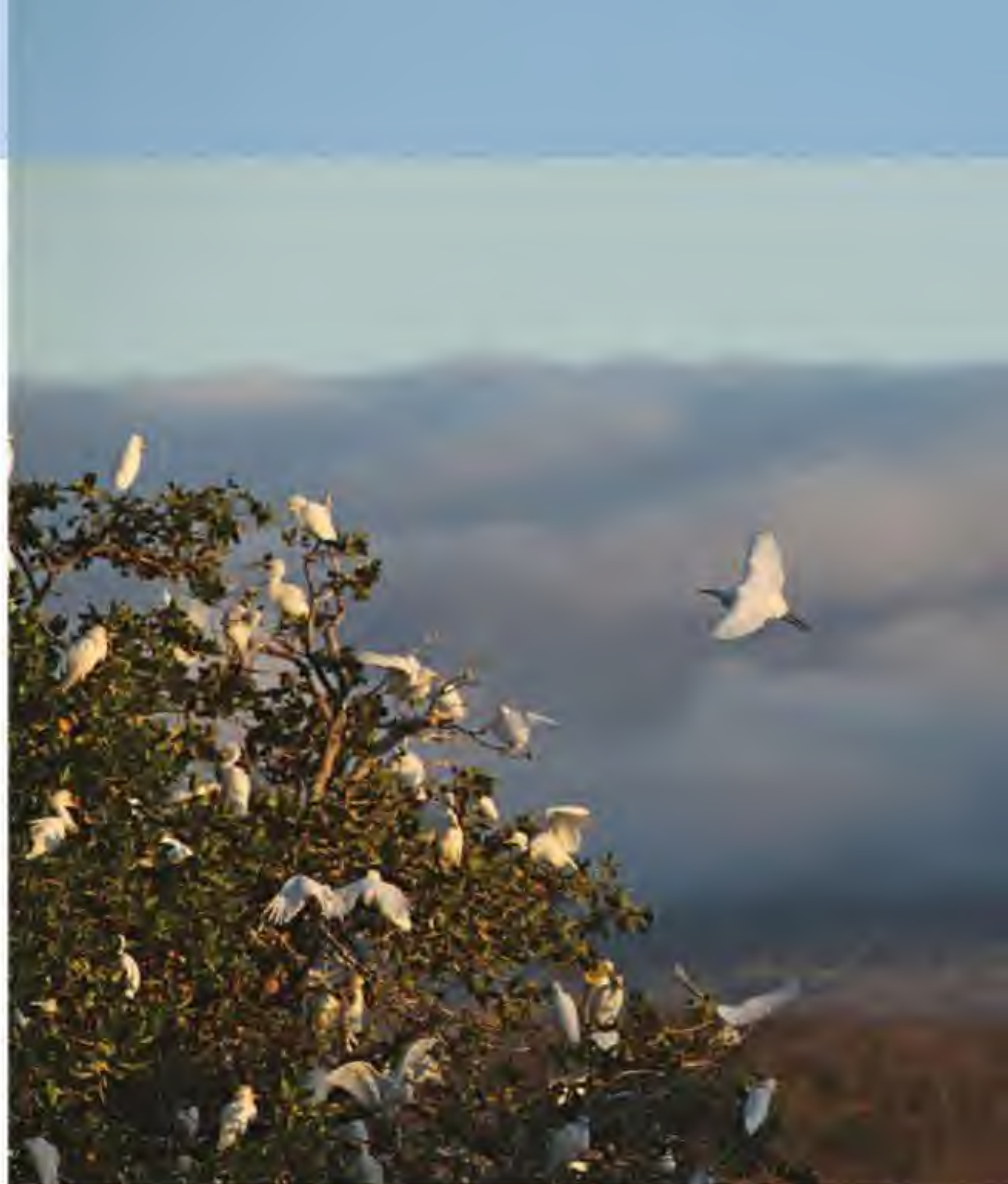
As we motored out of Darwin Bay the prevailing southeast trades built a heavy beam sea on our port, diminishing to a gentle four to six feet as we reached the open ocean. The sun neared the horizon as our vessel's bow pointed toward Isla Fernandina, a 13- to 14-hour passage, the longest of this journey.

Fernandina's landscape resembles the scorched earth of a battlefield. It stretches out, black and rippled, revealing the flows of lava where they reached the sea and became frozen in time. *Evolution* rested at anchor on the leeward side of Isla Isabela; to the north sat the Ecuador volcano, still shrouded in clouds. On the rocks, looking much like the lava itself, iguanas rested in piles of 50 to 60, sunning themselves. Mangroves lined the shore and grew slightly inland, but other than these and the occasional lava cactus, the area is devoid of vegetation. As the day rolled on and the clouds began to clear, we could see across the Simon Bolivar Channel to the highlands of the

calderas of Isla Isabela, the vegetation poking through the mist and shining a brilliant green like an emerald in sunlight. On the eastern shore, flightless cormorants rested and nested.

After our morning excursion we pointed the bow across the channel, bound for Isabela and Beagle Lake. We anchored and ate lunch. Afterwards, we swam in the deep waters (almost 200 feet) of Beagle Lake. Heading ashore our group hiked the Tagus Cove ridge, along the shores of Darwin Lake, which possessed a brilliant greenish-blue hue, reflecting the scrub brush and the surrounding hills like a mirror. From the top of the point, we turned and looked across the expanse of land stretching northward. Behind us, anchored in the same waters that played home to the *Beagle* nearly 200 years ago, sat *Evolution*.

Staring out at all that lay beneath us, the truly amazing nature of the archipelago came out. Everything seemed so foreign, like something from another planet. It is hard to believe that this fascinating land is so close to the mainland, to CNN, to e-mail and the constant noise of the modern world, and yet so completely removed. The serenity of the islands belies the turmoil and furious explosions that formed them. I felt, as Darwin suggested, that I had a glimpse into the beginning of evolution at the dawn of creation. □



"These are lava herons; over there is an Espanola mockingbird; here you see a Galapagos dove."

Evolution's two naturalists will educate you on the countless species of birds and assorted wildlife that inhabit this untamed land (above right). The group explores the islands' mangroves by tender (right). Onboard, meals are social and provide a welcome taste of "civilization" (below).





SMALL ERRORS, BIG PROBLEMS

A Coast Guard rescue swimmer tells you how to keep your head (and boat) above water.

BY MARIO VITTONI

You've been planning this voyage for months. The galley is stocked; slips are reserved at the best marinas along the route; the weather is shaping up; and the boat has been checked and rechecked. As you cast off the lines, you're confident that you've thought of everything. But here is the thing: I'm almost certain that you haven't. It's not your fault.

You've always made it back just fine before, so your personal boating experience is about success. My boating experience, however, has often been about one failure after another.

As a helicopter rescue swimmer for the U.S. Coast Guard, it's my job to fly out with my crew and bring boaters home from adventures that didn't go as planned. I've been on hundreds of search-and-rescue missions and I've heard stories about hundreds more. Experience has taught me that, with rare exception, two things are true almost any time a boater's plan falls apart: First, the captain was certain he and his boat were ready when he left the dock. Second, his vessel's issue was almost entirely due to something he forgot to do (or think about) before leaving the marina.

No one can prepare for every eventuality, but if you remember the five items below that most of the rescued forgot, your adventure should end safely back at the marina.

YOUR BOAT IS HEAVIER THAN THE WATER

Nothing undoes a trip like water on the outside of the boat making its way inside. In *Seaworthy: Essential Lessons from BoatU.S.'s 20-Year Case File of Things Gone Wrong*, Robert Adriance's data

matches my own experience — that a primary cause of accidents at sea is flooding that often comes from failed fittings and hoses. Remember that, no matter how sturdy a boat's hull, your vessel has large holes drilled through the bottom and the only thing keeping the water out is a \$3 clamp and a rubber hose.

"But I check those clamps and hoses all the time," you say. That's awesome. What about the seacock they are tied to? In the event the clamp or hose fails, that valve is the most important moving part on your boat. When water is pouring in at a rate of 200 gallons per minute, it's not the time to find out if the seacock's handle turns but the ball inside the valve doesn't. (I've seen it.)

Check these often. Seacocks should move freely and easily, and you should be able to find them and operate them in the dark.

OFFSHORE IS FARTHER FROM THE HOSPITAL THAN YOU THINK

Every year, the Coast Guard performs an enormous number of medical evacuations, and in most cases the medical "emergencies" aren't a real surprise at all.

The medical history of your friends may not be your business on land, but remind your passengers (and yourself) that "out to sea" means you could be hours from the nearest hospital. I simply can't recall the number of rescues I've been on where the weather is fine, the boat is fine, but a passenger is having an avoidable medical emergency. Captains should insist on knowing as much as possible about the passengers on their boat.

If your business partner's wife has a history of seizures, or your friend's son is terribly allergic to bees, you need to know that and

A bad seacock may let in more water than the pumps can remove (left). Knowing your passengers' medical history could prevent medevacs.



YOU HAVE TO WANT IT

Before rescue swimmers fly on their first missions, they have endured more than a year-and-a-half of demanding testing. After joining the service and making it through basic training, these young men and women attend a four-month orientation at a rescue unit, learning the basics of rescue operations and getting ready for the arduous four-month swimmer school in Elizabeth City, North Carolina. If a candidate makes it that far and graduates (about half don't), he is assigned to an air station where he will spend six more months attending emergency medical training and getting qualified on his particular aircraft. Only after proving himself ready to supervisors and peers is he allowed to work as part of an operational rescue team.

So if for any reason you need assistance and the orange-and-white helicopter is hovering over your boat, don't worry. The team on board is there to help, and believe me, they have paid their dues to get there.

be prepared. Prescription medications that are deemed critical at home (heart meds, insulin, seizure meds, etc.) go along for the ride, or the people who need them shouldn't be going with you.

YOUR PASSENGERS DON'T KNOW WHAT YOU KNOW

I think it's great that you've mastered the joystick control and can back your 48-footer into the slip on a windy day without so much as scratching a fender. But if you want to really impress me, show me a man-overboard drill where you are the man overboard. Who else aboard knows how to make the turn, assign a lookout and call for help? If your plan includes your doing all the hard boat handling and damage control when things go wrong, you've forgotten that *you* are the thing that might actually go wrong.

After taking an injured captain off a beautifully appointed 42-foot sport-fisherman, I told his wife and 17-year-old son which hospital we were taking him to. The look in their eyes told me we had a whole new problem to handle. The two of them had no idea where they were or how to get back. "Dave always handled the boat," his wife said, and a simple medevac for a broken rib and shoulder turned into real distress for his family and a whole new rescue case for the nearest cutter.

Your passengers don't have to be expert helmsman or licensed captains, but everyone aboard should know how to make a distress call, mark a position on a plotter or GPS, stop the boat, secure and start the engines, and have at least a basic understanding of your vessel's systems. All aboard should also be aware of the location of first aid kits and other emergency equipment.

TWO IS ONE AND ONE IS NONE

An owner of a 43-footer once called for the medevac of his injured father after running hard aground. Slamming into the salon table did some damage to his dad's pelvis and his head. A corroded GPS antenna cable (and an overdependence on GPS) had him thinking he was in one channel rather than another, and for want of a \$150 handheld backup, our guy got lost.

Remember that at sea, two is one and one is none. If you can have a backup for a crucial piece of gear, you should have one, particularly items of the communication and navigation variety. You don't necessarily need a backup satellite phone, but an extra handheld VHF in a drawer with a box of spare batteries can be a lifesaver when the main bus fails. While you're at it, keep expired signal flares in a separate box. They can work years after the expiration date, and I promise the Coast Guard won't notice the difference if you need to light one off.



Proper planning helps boaters avoid leaving a boat via Coast Guard helicopter.

IT'S OK TO FAIL — IN FACT, PLAN ON IT

It's natural to envision success when planning anything. The problems come when you've played the successful version of your trip so many times in your head that you try to make the world line up with your plan, even when it doesn't. Call it misplaced optimism, but ignoring signs of danger in favor of a successful vision of a trip is where many mariners get into trouble.

Spend time making plans for failure and decide ahead of time where else you might go if things go wrong. Identify possible bailout options in case of bad weather. If your perfect plan includes making landfall every night by dusk, then make a plan for when that falls through and you have to motor through the darkness.

Decide before leaving the dock under which circumstances you will deviate from the dream plan. Set your limits and know when you're willing to give up on this trip so you can have a better one next time. This kind of thinking and consideration leads to smarter decisions about how to prepare and proceed safely.

A mapped-out plan for potential worst-case scenarios gives you real options if and when things go south. Writing them down — both success plans and failure plans — will prepare you for either eventuality.

I'm not trying to take the fun out of your trip. I love boating. What I am saying is that I've seen a lot of good trips go bad due to a lack of foresight. Don't let yourself lapse into complacency that's a result of routine success. The Coast Guard motto sums it up best: *Semper Paratus* (Always Ready). □

SAVING THE DAY

TO SEE SOME MORE U.S. COAST GUARD **RESCUE IMAGES**, VISIT OUR PHOTO GALLERY AT YACHTINGMAGAZINE.COM.

UNDER THE HIGH PATRONAGE
OF HIS SERENE HIGHNESS
PRINCE ALBERT II OF MONACO



19~22
SEPT 2012
PORT HERCULES
MONACO

mys

MONACO YACHT SHOW

XXII EDITION

an informa business

monacoyachtshow.com

OFFICIAL SPONSORS

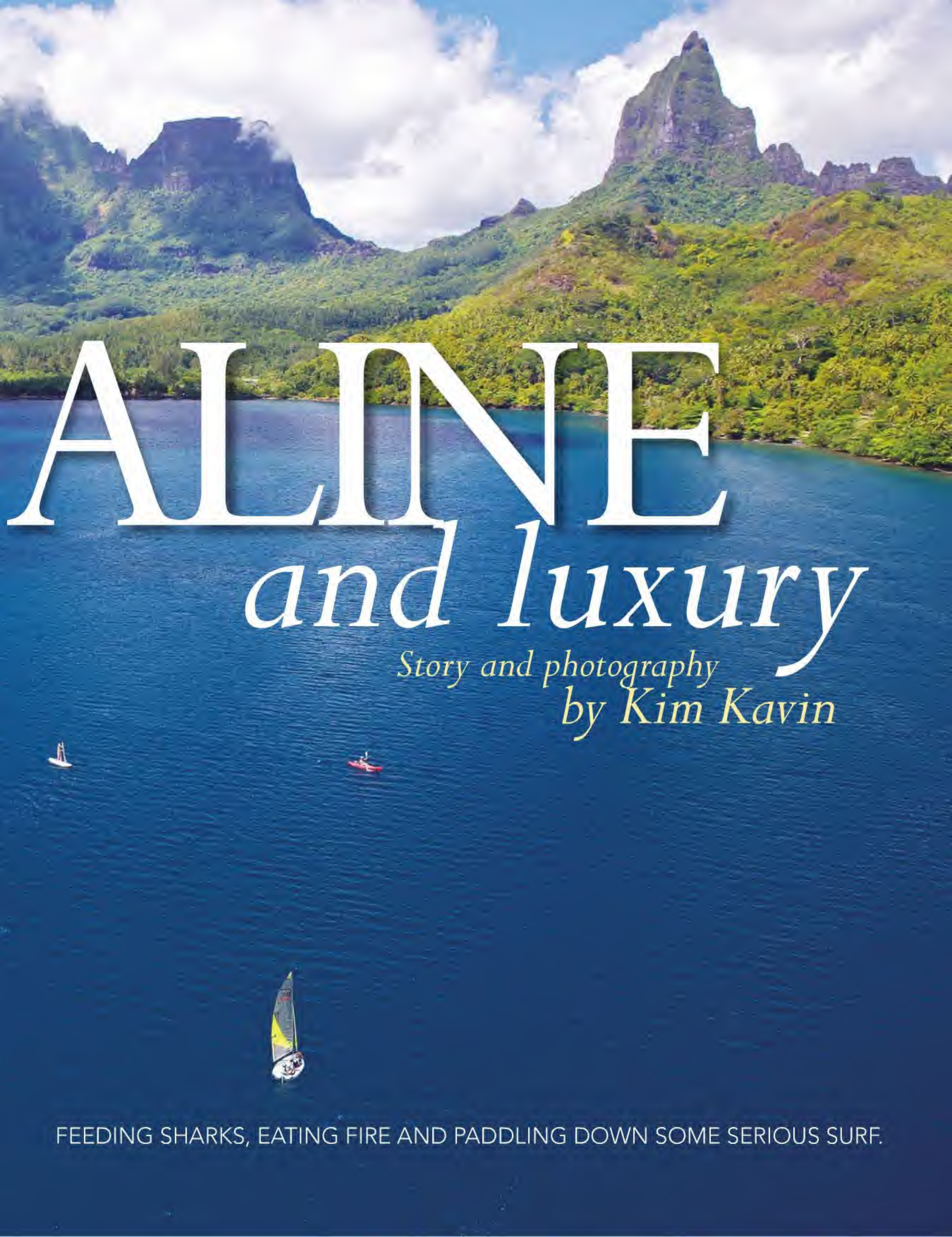


FROM TAHITI TO BORA
BORA, *BIG FISH* IS OF-
TEN THE ONLY MEGAY-
ACHT AT ANCHOR.

ADREN



A CHARTER ABOARD THE 147-FOOT *BIG FISH* IN THE SOCIETY ISLANDS INCLUDES



ALINE

and luxury

*Story and photography
by Kim Kavin*

FEEDING SHARKS, EATING FIRE AND PADDLING DOWN SOME SERIOUS SURF.

M

Marc from Huahine seemed nice enough. I was reasonably certain that he wasn't trying to kill me.

Then again, my defenses were down. I had spent a good deal of the morning in the third position aboard a *va'a*, which is what the French Polynesians call a six-person, single-outrigger canoe. Capt. Winston Joyce-Clarke of the 147-foot McMullen & Wing *Big Fish* arranged the paddling adventure for our charter group, a bunch of novices who spent the morning learning to paddle "as one" and turn the local surf into nature's roller coaster. Then it was a three-mile paddle to one of the most picturesque beaches between Tahiti and Bora Bora, a quiet cove on Huahine where Marc organized a barbecue with fresh lobster, ukulele players and a spirited spear-throwing contest for our barefoot group. *Big Fish* was at anchor about a third of a mile in the distance. I swam back to her with a few friends while other guests used stand-up paddle boards or rode in the tender. It had been a solid six hours of exercise and playing in the sun, and my brain had blissfully slowed to somewhere between autopilot and standby.

So, when Joyce-Clarke stood on *Big Fish's* afterdeck and asked, "Who wants to go with Marc to feed the sharks?" I leaped before I looked or even *considered* thinking twice. So did seven other charter guests, along with four of *Big Fish's* crew. We piled into *Triple Ripple*, the award-winning, 28-foot tender that *Big Fish* uses for water sports of all kinds, and found ourselves donning swim booties and snorkels about a mile offshore.

"Just climb down the ladder and hold onto the rope under water," Marc instructed nonchalantly.

Beneath the surface, we lined up along an L-shape rope anchored so that it dangled about a foot below the surface, letting us hold on while our snorkels reached the fresh air. Once we were all in a row, I heard a splash and saw a man in the water a couple of feet in front of us. He held a large bucket of chum, which he began tossing in the casual manner of somebody spreading grass seed.

It took less than a minute for the black-tip sharks to arrive. They came in like missiles, firing themselves at the food and at each other in a churning white froth of predatory instinct. There weren't just a handful of them. I counted 30, maybe 35. They were about five feet in front of me — the only thing separating us was the rope. And then four feet. And then three feet. And then two feet. And then ...

They were looking me square in the eye.

I burst through the water's surface, tore off my mask and shouted across the water, "Are you crazy? These sharks are going to kill us!"

Marc laughed the laugh of a well-practiced carny and explained that I was perfectly safe, standing in a sea of chum with several dozen circling sharks. "We have been doing this for many, many years," he said. "Sharks see by sonar, so when they come to the long row of people, to them it is a wall. They stop, and they turn back. If you hold the rope and stay together, then you have nothing to fear."

Hold on and stay together — words I'd heard the day before too, when our group hopped onto seven ATVs and took off at



about 20 miles per hour along the dirt trails on Moorea. We revved those red beauties through plantations of breadfruit and gentle streams, circling a huge, lush volcanic mountain that I swear was the inspiration for *Close Encounters of the Third Kind*. We roared up, up, up until we had a stunning view of what seemed like half of the South Pacific. Nobody in our group had a camera lens wide enough to capture the absolute grandeur. I think it's impossible for such a lens to be built.

By the time we returned to *Big Fish*, we were covered in reddish-brown dirt and fast realizing that this yacht charter was truly unlike any other. What *Big Fish* is offering in French Polynesia is a more adventurous version of relaxation, the kind that doesn't so much ease you into a calmer state but instead shocks you out of your normal routine so that your mind is forced to focus on the here and now. Your thought patterns must instantly change, leaving your personal dramas behind, and the world somehow, suddenly, looks clearer. The view actually seems brighter. It's the hallmark of any great adventure. It gets you to stop and, blessedly, look around, all while having a rip-roaring good time.

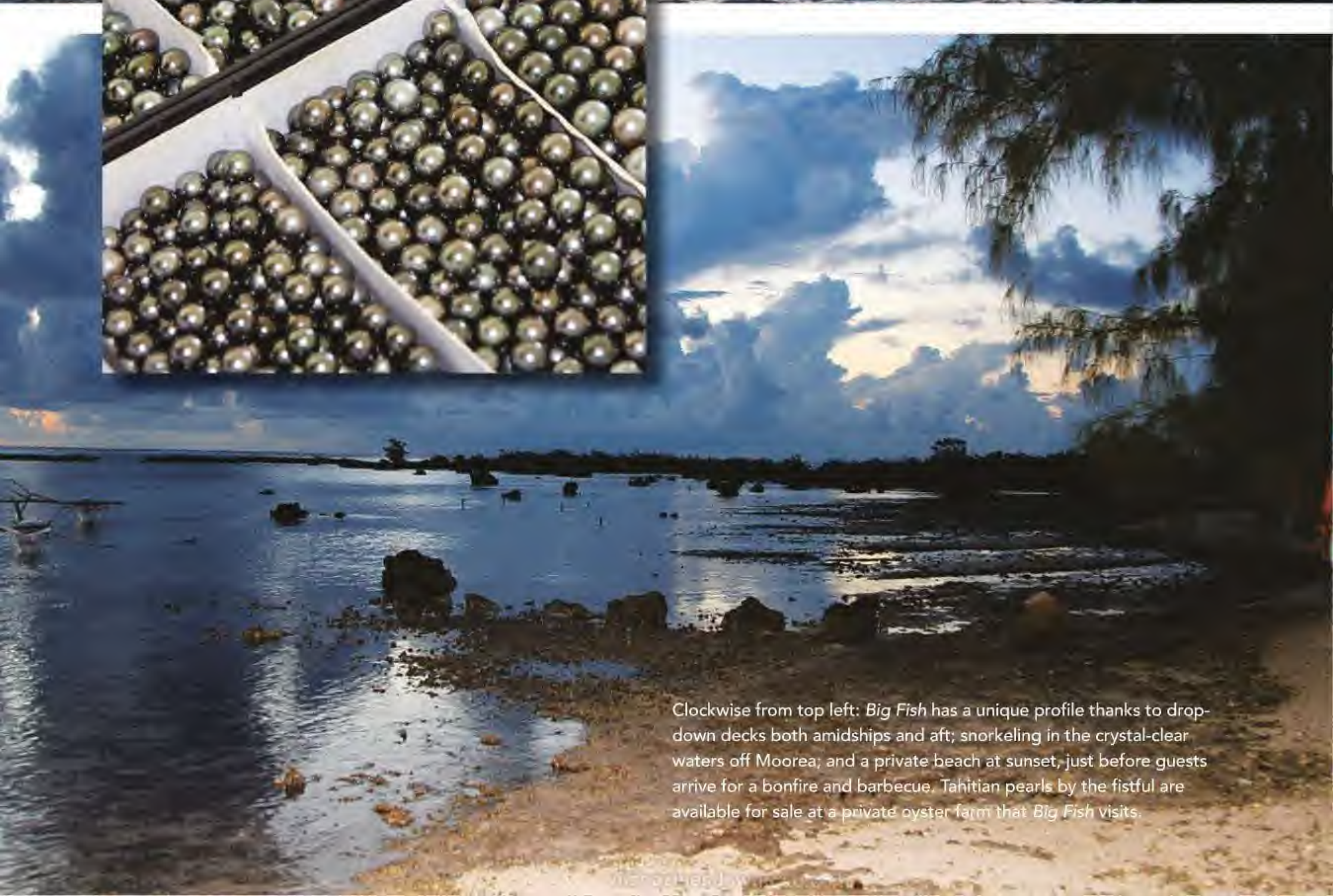
That's specifically what *Big Fish* was built to do too, with massive windows and drop-down terraces that make it feel like a sin to check a single e-mail instead of enjoying the world around you. She has been traveling the world since her March 2010 launch, visiting exotic destinations including the Baltic, Galapagos, the Amazon and Antarctica. French Polynesia remains a favorite destination of Capt. Joyce-Clarke, who has been visiting the region for more than a decade. His local connections, like Marc of the sharks in Huahine, allow *Big Fish* charter clients to experience the

"The scenery is mountainous, and we can show people some great underwater fun but also good stuff on land."
— Big Fish Capt. Winston Joyce-Clarke, on the Society Islands in French Polynesia



Clockwise from top left: Guests and crew race six-man canoes; the lagoon at Bora-Bora is breathtakingly blue; a dancer prepares to teach guests to "eat fire"; we ride ATVs along the dirt trails.





Clockwise from top left: *Big Fish* has a unique profile thanks to drop-down decks both amidships and aft; snorkeling in the crystal-clear waters off Moorea; and a private beach at sunset, just before guests arrive for a bonfire and barbecue. Tahitian pearls by the fistful are available for sale at a private oyster farm that *Big Fish* visits.

STAR FISH PREPARES TO SPLASH

The owner of *Big Fish* is currently completing the 164-foot *Star Fish*, scheduled to launch in early 2013. She too is being built with world-adventure charter in mind, incorporating all of *Big Fish*'s best features and adding enhancements where they make sense. Greg Marshall is once again the naval architect.

"*Star Fish* is bigger, with 12, versus 10, guests and 12, versus 10, crew," said *Big Fish* Capt. Winston Joyce-Clarke. "And where *Big Fish* has the owner's stateroom now, where a sky lounge would usually be, *Star Fish* will have a lounge that converts to a second principal stateroom. The owner's cabin will be on the same deck forward, where the bridge is on *Big Fish*. The bridge on *Star Fish* will move one deck up and be half the size, but we'll gain that second owner's stateroom on the upper deck with all the views, which is great for charter."

Also with charter flexibility in mind, all four cabins belowdecks on *Star Fish* will be virtually equal in size. Each will have twin beds that can convert to queens. The new yacht will also have similar drop-down terraces, huge video screens and other features that *Big Fish* charter guests have loved.

The owner hopes to keep one or the other and to sell the second yacht — or to sell both and build himself a third under the Aquos Yachts brand. Joyce-Clarke plans to stay aboard whichever yacht the owner keeps so he can continue the worldwide adventure charter program.

region in incredible ways.

"There are two regions in French Polynesia that I love for charter: the Society Islands and the Tuamotus," Joyce-Clarke told me while reviewing charts in the pilothouse. "On a two-week charter, you can do both. The Tuamotus are an underwater paradise full of drift diving and great fishing. It's nothing but uninhabited atolls that look like fried eggs from above. The Society Islands, which include Bora Bora and Tahiti, are a better all-around destination. The scenery is mountainous, and we can show people some great underwater fun but also good stuff on land."

After more than a decade of covering luxury yacht charters around the world, I am highly surprised to say that I experienced something new aboard *Big Fish* in the Society Islands every single day. Nobody asked to ride Jet Skis because we were already busy taking a private tour with the owner of a Tahitian pearl farm. (Bring your bankroll.) Not a single guest asked to get out the kayaks because we were being taught how to dance with torches and eat fire. (Bring your courage.) *Big Fish*'s outstanding scuba instructors took us not only on a night dive, but also on a 90-foot day dive into the wreck of the *Nordby* with an air pocket 70 feet below the ocean's surface. When was the last time you heard your own voice echo seven stories under water?

All the while, back on *Big Fish*, we had five-star accommodations, top-notch service and dynamite cuisine. I was lucky enough to enjoy the master cabin, which is on the bridge deck where a sky lounge might otherwise be. Every

What *Big Fish* is offering in French Polynesia is a more adventurous version of relaxation...

morning, I'd press a button and the blackout shades would rise, revealing wall-size windows on three sides of the bed and a view across a private balcony to the world beyond. The water was impossibly blue, as if someone took the prettiest part of the Exumas and stretched it across incredible distances, sprinkling in pixie dust for additional effect.

During my last day with *Big Fish*, I snorkeled with the boat's local partner, Tahiti Private Expeditions, in Bora Bora's Bay of Yairou. This is where the giant manta rays play. Our talented guide found them within about 15 minutes, and our group followed them from high above in fins and snorkels as long as our legs held out, like a wild-eyed posse being towed in the wake of nature.

In that moment, I realized the thing that will really kill you in life is not sharks feeding a few feet in front of you in the Society Islands — it's the slow march of everyday routine. A charter aboard *Big Fish* may not be the elusive antidote to mortality, but it sure is a much-needed adrenaline jolt to the soul. □

Big Fish is part of the charter fleet at YCO Yacht. She takes 10 guests with 10 crew at a lowest weekly base rate of \$245,000. Contact (011) 377 93 50 12 12; ycoyacht.com.



Evolutionary Advancements

Bring us communications that float, soft-touch navigation for Windows tablets and military-spec thermal night vision.



FIGAWI, FOGAWI, FUGAWI

Figawi is a celebrated sailboat race off Nantucket, Rhode Island. Fugawi is the navigational software that you need when fog rolls over Nantucket Sound during Figawi. With the release of Fugawi Marine 5 (\$300, with discounts for existing customers), Northport Systems has redesigned its PC chart-plotter program for Windows 7 and 8 touchscreen tablets, calling these improvements "Marine Touch." Now users can customize button sizes and navigational pane arrangements, and then quickly swipe away the panes for a full-chart view. Northport has also streamlined Fugawi's user interface, improved its waypoint-management procedures and simplified chart downloading. Marine 5 supports a wide variety of cartography sources. NOAA charts download and update automatically. *Northport Systems Inc., 416-920-9300; fugawi.com*



FLASHY FLOATER

Of course it floats. Why wouldn't it? Standard Horizon's HX3000 handheld VHF radio (\$150) weighs less than 9 ounces and has a housing that is 5 by 2.32 by 1.34 inches thick. Drop it overboard and the contact with water activates a flashing LED light to help find it (or find you, if you happen to be holding the radio when it goes in). HX3000 is engineered to the submersible IPX-8 standard, which means it will keep water out for at least 30 minutes at a depth of five feet below the surface. Other key features include user-determined channel scanning and an easy-to-operate menu system that bestows a mercifully flat learning curve on the crew. HX3000 transmits at either 1 or 5 watts and has a 3.7-volt lithium-ion rechargeable battery and USB charger — the latter a first in the industry. It also comes with a three-year warranty. *Yaesu USA, 714-827-7600; standardhorizon.com*



LEVEL-HEADED VIEW

Roaming the oceans can be dangerous, what with pirates, icebergs and the odd sea monster. FLIR Systems, a contributor to U.S. lethality on the battlefield since 1978, sells early-detection devices that help keep a yacht's enemies at bay and simplify the challenges of navigating at night. The new M-618CS thermal night-vision camera (\$39,995) adds gyrostabilization to the M-Series product line, giving you a clear and easy-to-interpret picture of your boat's surroundings, even in inky chop. Resolution is 640x480 with a 2x and 4x "e-zoom" feature. FLIR says the M-618CS can detect small vessels or objects that are more than two miles away. Stabilization is essential when using the 10x zoom feature of the integrated color camera. The ruggedized, gimbaled enclosure allows for 360-degree pan and 90-degree tilt. *FLIR Systems Inc., 877-773-3547; flir.com*



Fallback Positions Prepare your helm and yourself for passagemaking.

By David Schmidt

If you ready yourself carefully for an off-shore passage, you should never have to blindly approach an unfamiliar shore. Preparation starts several months before you cast off lines. “Be sure that you have chart coverage at the proper scales for the entire trip, with no gaps,” said Capt. Henry Marx, owner of Landfall Navigation (landfallnavigation.com) and a seasoned powerboat delivery captain who teaches Safety-at-Sea Seminars and is also a member of the Storm Trysail Club and the Cruising Club of America (CCA). “Be sure you have the necessary coast pilots, sailing directions, tide and current tables, and cruising guides — including telephone numbers — for your route. You may be stopping somewhere you didn’t plan [to] due to weather, mechanical difficulties or other unforeseen problems.”

For racing sailors, Stan Honey, the director of technology for the 34th America’s Cup and the winning navigator of the 2005/2006 Volvo Ocean Race — as well as a former Jules Verne Trophy holder for the fastest nonstop circumnavigation aboard the 103-foot trimaran *Groupama 3* — suggests that proper instrument calibration in the right sequence is key. He maintains that the navigator is personally responsible for the team’s avoiding big blunders.

Before you cast off lines to begin a long passage, prepare your helm or nav station with electronic redundancies and the tried-and-true, basic navigation equipment.

WEATHER OR NOT?

VISIT WWW.YACHTINGMAGAZINE.COM/WEATHER TO LEARN MORE ABOUT WEATHER ROUTING FOR YOUR NEXT PASSAGE.

Honey starts with the knot meter and progresses through the anemometer’s apparent-wind angle and speed measurements; the computed wind information (e.g., true-wind angle and true-wind speed); the electronic and conventional compasses (performing a compass swing); and the barograph. He ensures that all basic electronics have been properly installed and function as they should. He puts the vessel’s batteries and charging system through a full cycle, tests all instrument and running lights, and test-drives all electronics, allowing time to repair or replace suspect units.

While the level of nav-station preparation is similar between a transoceanic race and a long adventure passage, cruisers are usually less obsessive about maximizing their velocity made good (VMG). “I calibrate speed, wind direction and wind velocity,” said Dr. William “Scott” Piper III, an accomplished high-latitude cruiser and recipient of the CCA’s coveted Blue Water Medal for the four “near” circumnavigations he sailed aboard his J/160 *Pipe Dream IX*. “Close is good enough and exact isn’t necessary. As long as the numbers stay constant, they’re just as valuable.”

Pack the right spare parts and tools before any adventure. Capt. Marx sees little difference between preparing a power yacht or a sailboat for an ocean passage. “I carry a 50-pound toolbox with the usual: wrenches, pliers, screwdriver sets, drill and bits, camping saw, center punches, battery tester, duct tape, hose clamps, a small crowbar, an oil-filter wrench, socket set and a hacksaw,” he said.

Honey’s “sparky” list includes crimps, spare wires, fuses, spare running lights and extra compass lights, a USB memory stick, a butane soldering iron, solder, a spare masthead wand (replete with spare cups and a spare vane), heat-shrink tubing and a fully charged PC battery. Honey also carries a waterproof headlight (red-light option preferable), some clean Ziploc bags, a handheld GPS, a handheld VHF, a few hand-bearing compasses, dividers, two triangles, a digital watch and, for transoceanic trips, a lightweight micrometer-drum sextant and spare batteries for all electronic devices. A lead line and a pitot tube (for dead reckoning) are important, as well as a backup computer (identical to the boat’s primary PC, with fully up-to-date software and a recent virus scan) and a backup external hard drive (mirrored off of the laptops).

Some onboard “repairs” are best tackled with redundancy or expert help. While Grand Prix navigator Ian “Fresh” Burns, Oracle Racing’s team coordinator and head of its performance department, recalls having opened a defunct VHF unit and resoldered it during a weight-

ELECTRONICS

conscious ocean race that required a particular position report, cruising skippers typically put their faith in worldwide service and battery-powered backups (and spare batteries, stored separately in a waterproof container to prevent discharge or water damage). "I carry a few relevant circuit boards and displays as well as a spare chart plotter," Piper said. "I also carry a soldering iron and micro-size screwdrivers. However, offshore circuitry repair isn't realistic for me. Instead, I buy instruments that have worldwide service." Marx agrees. "Don't go there," he said. "It's all printed circuit boards, and you don't have the experience or the parts to make the repair."

For emergency navigation, Marx and Honey prefer celestial and dead reckoning as backups. Piper casts his lot with redundancy and fresh batteries. "On *Pipe Dream IX*, Piper said there are at least six GPS units, counting emergency gear, [plus] laptops, satellite communication, iPads and handhelds." Whichever MO suits you, the best

preparation may be to command a working knowledge of celestial navigation and carry spares.

Route-planning also is a major consideration. "I put waypoints into the GPS, not entire routes," Marx said. "And I don't allow the GPS to talk to the autopilot." If you blindly plot an entire route, instead of stringing together a series of waypoints, you risk cutting a corner or two and running aground.

Weather routing also has become very popular. For serious racing, Honey retrieves and analyzes the past 10 years of weather information for the given route, and then runs 140 route permutations based on the information that he derives from importing this data into a velocity prediction program.

Honey believes strongly in consulting a weather router prior to big races. He also advises that navigators subscribe to an e-mail GRIB-file server (Honey suggests saildocs.com, but others also exist), involve a weather-forecasting service, such as Commanders' Weather ([\[.com\]\(http://.com\)\) or Meteo France \(\[meteofrance.com\]\(http://meteofrance.com\)\) early in the planning, and keep the team involved throughout the preparations and voyage \(rules permitting\).](http://commandersweather</p>
</div>
<div data-bbox=)

Piper and Marx both consult weather-forecasting services for big adventures, and both men pay a lot of attention to weather forecasts the week or so ahead of time, and to developing meteorological situations while they're offshore. "For long passages, I start with the government pilot atlases, which give you the wind direction and strength statistics, current (direction) arrows and a gale-warnings history," Marx said. "Then there are the long-range NOAA weather forecasts."

Routing software also helps simplify weather, current and route-finding decisions. For sailboat-racing, Honey and Burns trust an array of programs. "Expedition (tasmanbaynav.co.nz) is good for viewing the weather along the route, while Adrena Tactique (adrena.fr) is good for including sea state, wind, wave and crossing angles into the routing. Deckman (bandg.com) is great for



WWW.WESTLAWN.EDU

"Ilona" • Jack Hargrave • Westlawn Alumnus



LEARN BOAT DESIGN AT WESTLAWN

- Trained more practicing boat designers than any other school
- Over 80 years of distance-learning education
- Read Our Free Online Journal



Accredited by the Royal Institution of Naval Architects



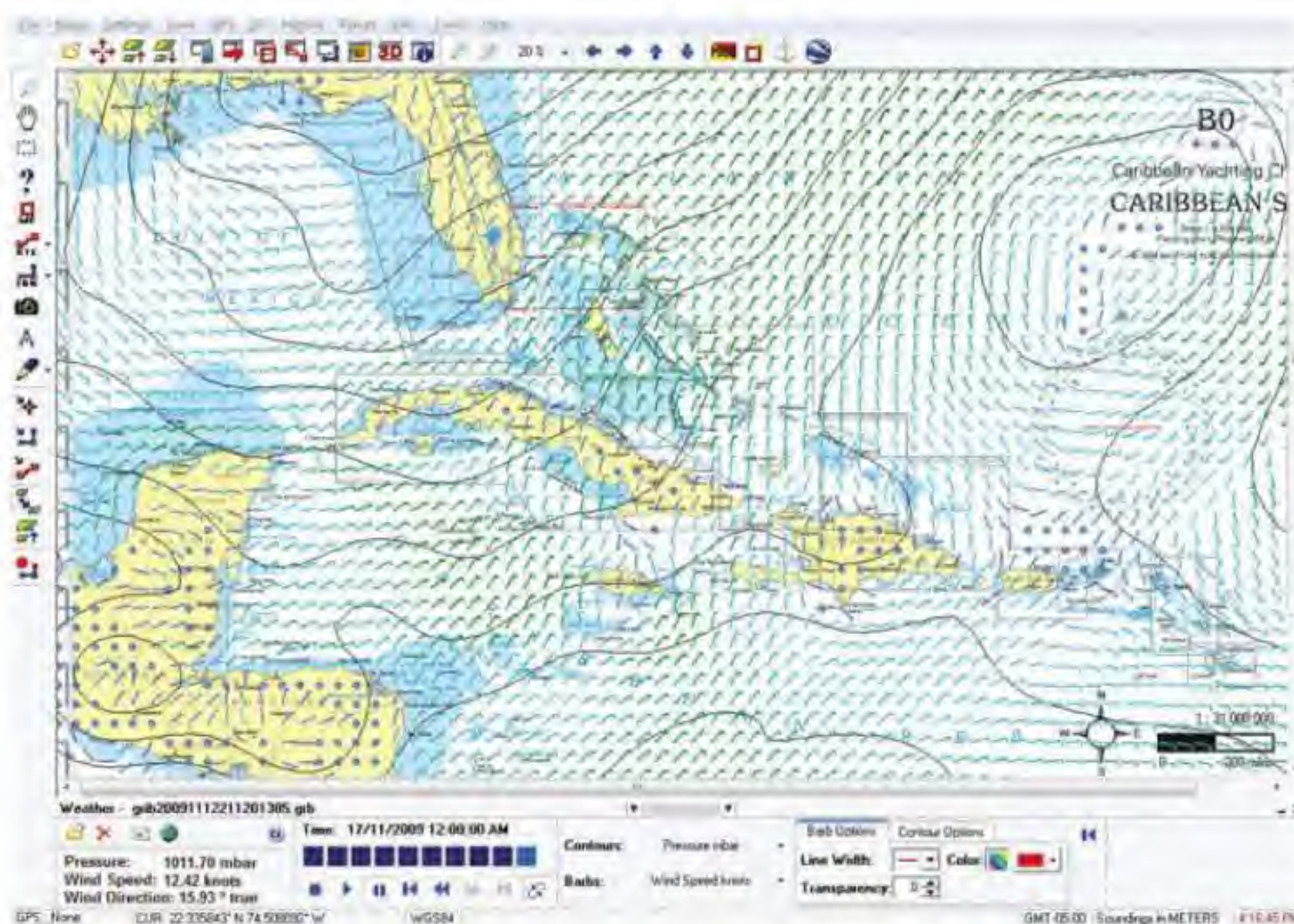
Accredited member DETC.



Not-for-profit educational affiliate of the American Boat & Yacht Council.



Westlawn Institute of Marine Technology • 16 Deep Cove Rd., Suite Y • Eastport, ME 04631 • PH: 207.853.6600 • EMAIL: info@westlawn.edu



Weather routers work with GRIB files, like this one from Fugawi, to create custom forecasts.

computing reverse isochrones, which make it easier to understand the ‘cost’ of diverting from the route in different areas,” Honey said.

Modern technology has enabled

meteorologists to create and distribute higher-quality forecasts than those of even a decade ago. Getting information is easy now. “Also, the accuracy of the forecasts has improved,” Burns said,

“so my confidence in weather-routing software has dramatically increased.”

Piper and Marx advise navigators to carry full paper (1:80,000 scale) and electronic charts for their route. Honey, however, takes a more weight-conscious approach and carries detailed paper charts for the start, finish and areas of concern, but relies on full electronic and macro-scale paper charts for the offshore portions. All of the experts I consulted agree that the navigator must know the entire route, its challenging sections and all navigational hazards, and especially the routing that will take the vessel off-soundings. He should consult the chart a few days prior to making landfall and to commit germane details (say, high and low tide for critical areas) to memory. “Know what the entrance looks like and where the hard spots are, before you get there at midnight in the rain,” Marx said.

Unlike other scheduled maintenance for your yacht, proper nav-station preparation can mean the difference between arriving safely and quickly at Point B or creating your own private Bermuda Triangle. □

Nothing Escapes These Eyes



THE NEW COMMANDER XP 7X30 is the world's best marine binocular in compact form. Steiner has bundled all the technology and performance of the legendary Commander XP 7x50 into a smaller format that's easy to use and easy to stow. It's the perfect addition to any sailor's gear bag. Also available with an illuminated, HD-Stabilized compass system with precise ranging reticle. Commander XP 7x30C is affordably priced at \$699.

Visit your local Steiner dealer today or check our Facebook page.
www.steiner-binoculars.com



STEINER 
GERMANY
NEW ERA OF INNOVATION

GEAR

Ticktock

These nautical timekeepers were born for the deep.

By Patrick Sciacca

Photography By Eddie Berman



If you're looking for a stylish and functional timepiece to wear on your next undersea adventure or just out to dinner at the club, here are seven first-rate options with serious wrist appeal.

DIVER DOWN

For 56 years, Corum has been creating timepieces that are at once eye-catching and yet practical. Its latest offering, the Admiral's Cup Seafender 48 Deep Dive (\$9,250), can function to a depth of 1,000 meters (3,000-plus feet)! This watch also sports an anti-reflective sapphire crystal and a screwed back cover in titanium grade 5 as well as a helium decompression valve. Corum; corum.ch



THE SUMMERSIBLE

Unless you're traveling on Nemo's *Nautilus*, it's unlikely you'll find yourself 650 feet below the sea. But if you did, wouldn't it be nice to know that your watch could handle that depth? Well, the Ulysse Nardin Black Sea (\$9,000) will keep on ticking in the deep. This rough-and-tough unit also has a 42-hour power reserve and features a self-winding movement. Ulysse Nardin, 561-988-8600; ulyssse-nardin.ch

RACE READY

Waterproof to a depth of 100 meters (328 feet), Rolex's Oyster Perpetual Yacht-Master II (\$25,150) is quite stylish in steel and 18-carat Everose gold (white gold and yellow gold are options). It sports a mechanical, bidirectional self-winding movement and a regatta countdown with mechanical memory for the race crowd. Rolex, 212-758-7700; rolex.com





SUPER SWIMMER

TAG Heuers are popular with actors like Leonardo DiCaprio, but its Aquaracer 500M Calibre 5 (\$3,850) was designed by scuba divers. This watch functions to depths of 1,640 feet and sports luminescent hands. TAG Heuer, 866-260-0460; tagheuer.com



NUMERO UNO

Water-resistant to 100 meters (328 feet), the Zenith El Primero Stratos Flyback (\$7,400) is a watch that seamlessly blends both form and function. This stylish timepiece sports an easy-to-read-through sapphire-glass, box-shape crystal, a durable alligator-skin band, rhodium-faceted hands and a rotating bezel. And if that isn't enough, the El Primero also has a 50-hour power reserve. Zenith, 866-675-2079; zenith-watches.com



MALDIVER

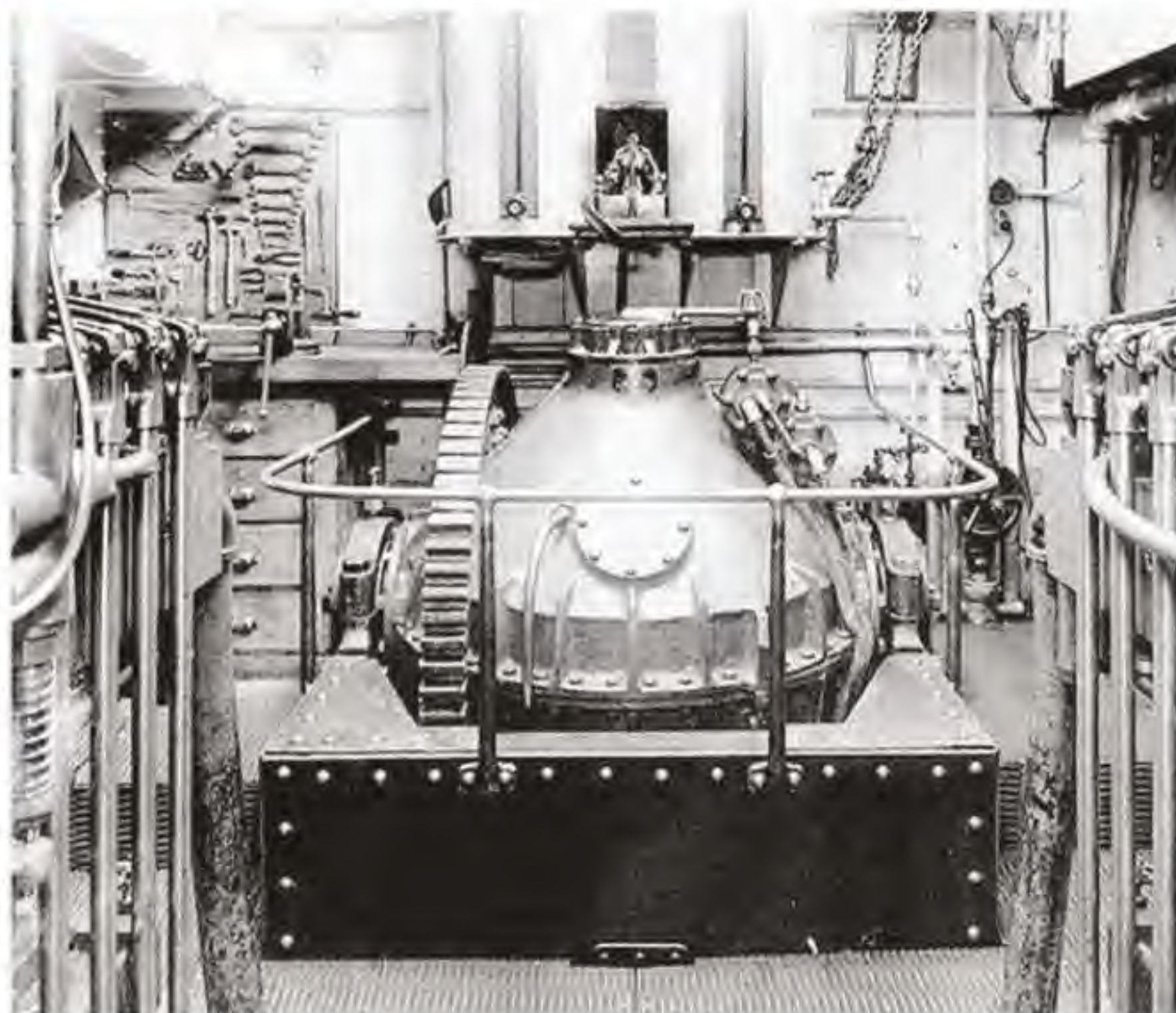
Following up its Great Barrier Reef Limited Edition, Swiss watchmaker Oris has launched its Maldives Limited Edition (\$2,600 for black rubber strap, \$2,800 for titanium bracelet). It comes with a multi-piece titanium case and a ceramic top ring. This edition of 2,000 will help support the 23-years-and-going-strong Maldives-based conservation organization Bluepeace. The watch is water-resistant to 300 meters (984 feet) and has a 38-hour power reserve. Oris, 203-857-4769; oris.ch



TWO-IN-ONE

Night divers will appreciate Aquatimer Chrono-Automatic's luminescent underside coating, which enhances the watch face's visibility. From ICW, this piece (\$5,600) is functional to a depth of 328 feet. Going from the deck to dinner? The Aquatimer features a quick-change bracelet setup to switch from rubber to stainless steel. IWC; iwc.com

SHIPSHAPE



On the Level Maintenance is key to ensuring your stabilizers' reliability. By Vincent Daniello

Murphy's Law — whatever can go wrong will, at the worst possible moment — isn't true science. Or is it? Murphy dictates, for example, that stabilizers will fail in rough seas, but this is also when they are working the hardest. Fortunately, hydraulic, pneumatic and active gyro-stabilizers are robust and reliable. Just a little routine maintenance should keep Murphy at bay.

Hydraulic systems work for many years with minimal maintenance. "Keep an eye on oil level, check the temperature, and periodically inspect the system," says David Yish, customer service manager for Naiad Dynamics (naiad.com).

Hydraulic oil is cooled to below 165 degrees Fahrenheit by a heat exchanger at the stabilizer unit, typically fed by a main engine's raw-water circuit. These coolers don't require regular cleaning like engine-cooling systems. Just check the zinc every few months.

As long as it remains cool, hydraulic oil lasts a while. "People think they need frequent oil changes, but without the combustion of an engine, that oil

Installed in the engine room of USS Aramis (SP-418), a 3,500-ton guardship and Admiral's barge in New York Harbor, circa 1920, this Sperry gyro was one of the first.

STABILIZED HISTORY

SEE HISTORICAL PHOTOS AND READ ABOUT THE ORIGIN OF GYROSTABILIZERS AT YACHTINGMAGAZINE.COM/GYRO.

should stay clean," Yish says. Monitor the gauge built into Naiad's filter assembly, marked green, yellow or red to indicate filter life, but Yish says oil should last three years or about 4,000 hours.

Inspect seawater and hydraulic hoses and replace them when you notice cracking or swelling, particularly near fittings. Hydraulic pumps, which are typically mounted on a main engine, seldom fail, but they deserve a visual inspection as well.

Stabilizers right a boat based on input from a gyroscope — a disc spinning at high speed that resists being tipped like a child's toy top. Naiad's gyro requires no scheduled maintenance. "After a decade or two, the gyro might go out of calibration," Yish says. Off-center fins or sluggish operation are signs. Naiad can rebuild the gyro or replace it with an electronic controller.

Maintaining seals where fin shafts penetrate the hull is crucial. "Everything exposed to seawater is stainless steel, but in some places we need the strength of carbon steel," Yish says. Those carbon-steel parts are sealed within the grease-packed actuator housing. Seawater penetrating that grease may go unnoticed for many months. Tan grease seeping from stabilizer-fin actuators isn't abnormal, but oozing gray grease indicates seawater infiltration. "Every three years, remove the fins and replace those seals," Yish advises.

Pneumatic stabilizers use air rather than hydraulic fluid to spin the gyroscope and activate underwater fins. Ensuring delivery of clean, dry air is the overriding maintenance concern.

"We have many customers who replace their filters every year or 400 hours and never have to go into the system," says Zeyad Metwally, president of Gyro-Gale (gyrogalestabilizers.com). But ignoring those filters is a wide-open invitation to Murphy.

Most Gyro-Gale systems draw air from an engine-driven compressor. This hot, damp, oily, dirty air goes through a cooler, typically a heat exchanger plumbed into an engine's raw-water system. (Gyro-Gale's heat exchanger is designed without zincs.) From there, air travels through a water accumulator and two filters — one desiccant that removes moisture and then a 0.02-micron particle filter — and then into an accumulator tank.

That accumulator tank is the first place problems are likely to show. Periodically open the drain on the bottom. It should never release more than a tablespoonful or so of water. Another indicator of the setup's health is a pair of air-silencing filters on discharges inside the system's control box. "They should remain golden," Metwally says. "If they turn dark, the filters aren't working properly." Dark, oily residue on the inside of the control box indicates



This cutaway of a Naiad pivot shows the shaft's seals. Replace these every three years.

that there are severe filter problems.

After the accumulator tank, air passes through an oiler that lubricates pneumatic components. Check it once in a while and top it off with ordinary mineral oil from the pharmacy.

Service Gyro-Gale's stabilizing fin seals every two years. If these seals fail, water weeping into the boat will leave telltale water marks or salt around the fin actuator.

Pneumatic stabilizers should never

release any air except at the control unit in the engine room. Listen or feel for leaks. Like Naiad's, Gyro-Gale's unit requires no scheduled maintenance. It too offers an upgrade to an electronic control.

Active gyroscopic stabilizers are new to the yacht world, but the technology predates the ships of World War I. Rather than using a small gyroscope to sense motion and then control a set of fins, active gyros employ a large, heavy gyroscope that

SEAKEEPER GYRO MAINTENANCE AND INSPECTIONS

REGULAR INSPECTIONS

- 1) Monitor all hoses and cables for chafing or leaks.
- 2) Prevent corrosion from seawater dripping on the stabilizer, particularly on electrical connections and the hydraulic cylinder rod.
- 3) Watch for signs of hydraulic fluid escaping past the cylinder rod seal.
- 4) Check glycol fluid level often and check the cooling-system zinc at least every 60 days.

2,000-HOUR SERVICE

- 1) Replace bushings at either end of the hydraulic cylinder, where it attaches to the sphere and also where it attaches to the frame.
- 2) Flush and replace hydraulic fluid.
- 3) Drain and replace glycol coolant.

Advantages of Side-Power Stabilizer Systems:

- Increased comfort onboard
- Less overall fuel consumption
- Travel safely in rough conditions
- Hydrodynamic fin design with 20% lower drag
- Dual-cylinder actuator reduces and balances load
- S-Link integration for shared control and intelligence

SIDE-POWER
Stabilizer Systems



Maximize Your Comfort – at Any Speed!

The innovative new Side-Power Stabilizer Systems use the latest stabilizer technology and construction to dramatically increase passenger comfort while underway at any speed – or at anchor. This compact system eliminates up to 95% of the uncomfortable rolling motion of the boat, even in rough seas, allowing users to take more direct routes and reduce overall fuel consumption. Designed for commercial and leisure vessels from 50-200 feet, the Side-Power Stabilizer System provides all the benefits of a powerful stabilizer, and is integrated with the S-Link CAN-bus cabling for the ultimate in Side-Power control. Imtra is your source for a full range of Side-Power stabilizers, thrusters and hydraulic systems. Visit imtra.com to find a dealer or installer near you!



imtra
MARINE PRODUCTS

Ph: 508.995.7000 www.imtra.com



SHIPSHAPE

A small gyrostabilizer fits through a normal-size hatch on this Viking sport-fish.

resists being upset and applies that force directly to the boat's hull. Imagine that child's spinning top connected to a rocking chair. As that chair tips, the spinning top will force it upright. Now imagine that top is two feet across, weighs 400 pounds and is connected to a boat.

"There is very little to maintain on a regular basis," says Stephen Shaw, Seakeeper's global field service manager (seakeeper.com). "The motor, bearings and flywheel are all within the sphere, which is vacuum-protected from salt air." Its 10-amp-draw alternating-current motor and spinning flywheel do generate heat. "We use a glycol [antifreeze] loop to cool the system and raw water to cool that glycol," Shaw says.

A pump and sea strainer, like those found on small marine air conditioners, supply that raw water. Keep the strainer clean, check the zinc in the heat exchanger every three months, and monitor the glycol level through the sight glass. "If you lose



raw-water flow, an alarm sounds on the keypad," Shaw adds. "Most of the action takes place inside the sealed sphere, so we rely on our monitoring equipment. If there is an issue, the gyro will tell you about it and shut down to protect itself." To avoid problems offshore, inspect for seawater, glycol or hydraulic fluid leaks as well as chafed hoses or wiring.

Gyrostabilizers don't have fins beneath the water, and Seakeeper's system employs

only a very simple hydraulic system with no pumps or filters. Every 2,000 hours, the hydraulic circuit is flushed and the glycol coolant and a few bushings are replaced. Every 10,000 hours, the entire core is rebuilt.

A clogged sea strainer is a potential problem, but this is likely to happen in shallow water, not out in the ocean where stabilizers are needed the most — at least this once besting the wily Murphy. □

GO DIVE® Around the World

Start Online Today! padi.com/Yacht



Contact your local PADI Dive Center or Resort or start your scuba certification online today!

Follow PADI on





THE DELTA 70, A UNIQUE OPPORTUNITY TO OWN A HISTORIC DELTA, IS FOR SALE NOW



Delta is offering for sale a unique 70-foot expedition yacht, strong and seaworthy and capable of worldwide cruising. Originally built by Delta as one of five in a series designed after its renowned commercial fishing vessels, this yacht has been completely retrofitted at the Delta yard to meet today's standards. Engineered and designed by the Delta Design Group, all equipment and systems have been removed and replaced and the interior has been rebuilt to include rich mahogany floors and exquisite built-in furniture. The result – a new yacht, built and outfitted to the highest current standards.

WWW.DELTAMARINE.COM 206.763.2383 DELTA@DELTAMARINE.COM

Princess Yachts - *Delivered with The Viking Difference*

New Construction - *Call for Availability*

M Class 32 Meter (105') 40 Meter (132')



40 Meter (132')



32 Meter (105')

Available for Summer 2012 Delivery



72 Motor Yacht

Available for Summer 2012 Delivery



Princess 64

V Class V39 V42 V45 V52 V57 V62 V72 V78 V85-S

Available for Fall 2012 Delivery



V52

Available for Summer 2012 Delivery



V72

Distributed by:



877-846-9874 | info@princessyachts-us.com | www.princessyachts-us.com

Over 65 Authorized Sales and Service Centers in North America, Central America, and the Caribbean

United States: New England, New York, Mid-Atlantic, Southeast, Gulf Coast, Great Lakes, West Coast

Caribbean: Aruba, Barbados, Curacao, Dominican Republic, Puerto Rico, Venezuela

Central America: El Salvador, Costa Rica, Guatemala, Panama

www.princessyachts-us.com

877-846-9874

New Yacht Inventory

Available for Immediate Delivery



85 Motor Yacht

Available for Immediate Delivery



Princess 60

Available for Immediate Delivery



Princess 42

Premiering Fall 2012



V39

Premiering Fall 2012



V57

Available for Fall 2012 Delivery



V62



PRINCESS

A member of the Moët Hennessy Louis Vuitton Family



P A L M B E A C H



VOTED BOAT OF THE YEAR 2 YEARS RUNNING

Palm Beach recently won it's 2nd boat of the year award from Newport International Boat Show. Built in Australia for almost two decades Palm Beach Motor Yachts of Australia has been building the most finely finished, semi-custom, down east-style motor yachts available. Crafted in 45' 50', 55' and 65' lengths, and in an express or flybridge configuration, this fully customizable line combines exquisite luxury, spacious living areas and awe-inspiring performance.

USA ENQUIRIES

Andrew Shoemaker
P: +1 619 222 3620 M: +1 619 977 6006
E: andrew@ballastpointyachts.com

www.pbmotoryachts.com

INTERNATIONAL ENQUIRIES

Mark Richards
P: +61 2 4389 1244 M: +61 0404 333378
E: mr@pbmy.com.au

TAKING PLEASURE BOATING TO A NEW LEVEL

AURORA DIGNITATIS

THE MID-SIZE VESSEL WITH THE AMENITIES
AND SERVICE OF A SUPERYACHT

- The only Diamond Collection yacht of this class
- All imaginable amenities, toys and safety equipment
- Exquisite service and a full culinary experience
- Superbly kept and maintained as new
- Sleeps 9 guests comfortably in 4 bedrooms
- Commercially registered and chartering successfully
- Available for sale and charter


Diamond Collection
DESIGNED WITH THE BEST



27M (88') | FERRETTI 881 RPH | 2008 | FOR SALE 5,000,000 USD | FOR CHARTER 38,000 USD PER WEEK

Jose Arana, Jr. | Ft. Lauderdale +1 305 491 7794 | jose.aranajr@fraseryachts.com

For charter call +1 954 463 0600



Sales | Charter | Management | Construction | Crew

Monaco
Ft. Lauderdale
San Diego
London
Viareggio

Palma
Seattle
Mexico City
Casa De Campo
Cyprus

fraseryachts.com

The Superyacht Experts



FRASER YACHTS



SLOJO

47m (156') | Delta Marine | 2008

An extraordinary long range yacht that was designed for extended cruising in all conditions. She has a wonderful interior designed by Tom Stringer Design Partners and is built to perfection in all respects. This is a rare opportunity to acquire an ultra high quality yacht with magnificent spaces, beautiful lines and great specifications at a great price! Slojo is immaculately kept, ready to go and immediately available.

Jody O'Brien | Ft. Lauderdale + 1 954 646 4970 | jody.obrien@fraseryachts.com



Sales | Charter | Management | Construction | Crew

Monaco	+ 377 93 100 450
Ft. Lauderdale	+ 1 954 463 0600
San Diego	+ 1 619 225 0588
London	+ 44 207 016 4480
Viareggio	+ 39 0584 385090
Palma	+ 34 971 700445
Seattle	+ 1 206 382 9494
Mexico City	+ 52 55 5004 0408
Casa De Campo	+ 1 809 523 2208
Cyprus	+ 357 25 828911

The Superyacht Experts

fraseryachts.com



SEAWOLF

58m (193') | J&K Smit | 1957/2009 | POA

Seawolf is the perfect choice for the adventurous buyer seeking the ultimate go-anywhere explorer yacht. She boasts a gorgeous Italian interior and is in immaculate condition. She offers zero speed stabilization, 18,000 n.m. range, sea kindliness and a private Owner's deck. Seriously offered and an opportunity not to be missed!

Jody O'Brien | Ft. Lauderdale +1 954 646 4970 | jody.obrien@fraseryachts.com



FRASER YACHTS



PRINCESS SARAH | 43m (142') | Richmond Yachts | 2007 | POA

Designed with elegance and comfort, Princess Sarah is in pristine condition. Features 6 Staterooms with on deck master and a very gracious salon.

Scott French | Fort Lauderdale +1 954 463 0600 | scott.french@fraseryachts.com



FREDDY | 22m (75') | Lazzara | 2007 | 2,500,000 USD

Built for ease of operation with joystick operated quad Volvo IPS drives. Fitted with shore power converter for 50 or 60 Hz, teak decks and passarelle. Four staterooms plus crew. Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | josh.gulbranson@fraseryachts.com

PRICE REDUCTION



CRYSTAL II | 36m (117') | Custom Built | 2005/2009 | 5,900,000 USD

See to appreciate, Handcrafted interior, long range yacht fisherman. Trades considered, James Nason | San Diego +1 619 225 0588 | james.nason@fraseryachts.com
Patrick McConnell | San Diego +1 619 225 0588 | patrick.mccConnell@fraseryachts.com



PARAISO | 33m (108') | Alloy | 2004/2009 | 8,995,000 USD

Superb Fontaine design, Full beam owner's cabin, high volume interior, maintained to highest standard. Lloyds/MCA classed. Lying Newport, RI. Jeff Partin | Ft. Lauderdale +1 954 463 0600 | jeff.partin@fraseryachts.com



GOLDEN BOY II | 35m (115') | Sovereign | 1998/2007 | 4,495,000 USD

Five stateroom layout, on deck master, well maintained yacht, recent exterior paint & upgrades. Michael Selter | San Diego +1 619 225 0588 | michael.selter@fraseryachts.com

Sales | Charter | Management | Construction | Crew

Monaco	+ 377 93 100 450
Ft. Lauderdale	+ 1 954 463 0600
San Diego	+ 1 619 225 0588
London	+ 44 207 016 4480
Viareggio	+ 39 0584 385090
Palma	+ 34 971 700445
Seattle	+ 1 206 382 9494
Mexico City	+ 52 55 5004 0408
Casa De Campo	+ 1 809 523 2208
Cyprus	+ 357 25 828911

The Superyacht Experts

fraseryachts.com



Not for sale to US residents while in US waters.

AVENTURA | 33m (109') | Danish Yachts | 2005 | 4,995,000 EUR

A solid and beautifully built ocean going yacht with strong pedigree. Refit 2011 including all rigging.

Jeff Parrin | Ft. Lauderdale +1 954 463 0600 | jeff.parrin@fraseryachts.com



CONSTELLATION | 40m (131') | Westport | 2007 | 11,900,000 USD

Mahogany raised panel interior, Exercise room with Sauna. Master cabin offers a study/ lounge.

Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | stuart.larsen@fraseryachts.com

Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | josh.gulbranson@fraseryachts.com



C1 | 29m (96') | Bloemsmas & Van Breemen | 2003/2010

The best Doggersbank available. 5000 nm range, superb specification. Three staterooms, exceptional equipment and perfect cosmetically and mechanically.

Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | stuart.larsen@fraseryachts.com



Not for sale to US residents while in US waters.

BETTY | 38m (126') | Royal Denship | 2001/2008 | 7,900,000 USD

Superb classic design built using modern composite construction. Opening transom platform. Superb systems and maintenance. (4) SR Cherry interior with master on deck.

Georges Bourgoignie | Ft. Lauderdale +1 954 463 0600 | georges.bourgoignie@fraseryachts.com



ACE OF DIAMONDS | 34m (112') | Hakvoort | 1988/2006

Dutch built with 600 hours on new engines. Owner's stateroom on deck. Completely rebuilt in 2006 at Hakvoort. Perfect condition. Proven fishing machine. 30+ knots.

Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | stuart.larsen@fraseryachts.com



NAMEDROPPER | 23m (75') | Riva | 2011 | 5,350,000 USD

Sleek and fast as expected with the Riva name. Sophisticated contemporary interior. Very low hours with full warranty. Better than new. Located in Miami.

Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | josh.gulbranson@fraseryachts.com



MESHUGGENEH | 22m (74') | Fairline | 2007 | 2,250,000 USD

Perfectly maintained and upgraded Fairline. Hydraulic swim platform with 15ft tender, upgraded AV, bow & stern thrusters, underwater lights, very low hours.

Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | jose.aranajr@fraseryachts.com



PRICE REDUCTION

CHUPACABRA | 19m (64') | Hatteras | 2007 | 1,695,000 USD

With CAT C-32 Acerts, wide beam, large fuel capacity, mezzanine & an extensive list of equipment, she is a great value for the dollar.

Michael Gardella | San Diego +1 619 225 0588 | michael.gardella@fraseryachts.com



FRASER YACHTS

HMY YACHTS



"MINE GAMES" 164' 2007 TRINITY
CALL MIKE BURKE: 561-722-1063



"REMEMBER WHEN" 162' 2011 CHRISTENSEN TRI-DECK
CALL JACK ROBERTSON: 772-260-1364



"DA BUBBA" 99' 2005 HARGRAVE
CALL JOHN STRADER: 954-610-4478



"UNPLUGGED" 94' 2001 LAZZARA
CALL MARK PARKER: 561-371-2615



"ENDEAVOUR II" 84' 2002 VIKING SPORT CRUISER
CALL MIKE BURKE: 561-722-1063



"THE GOOD LIFE" 78' 2010 LAZZARA LSX
CALL TONY LAZZARA: 727-692-9902



"LOVIN' LIFE" 75' 2008 LAZZARA
CALL TONY LAZZARA: 727-692-9902



"BG" 75' 2009 LAZZARA LSX
CALL TONY LAZZARA: 727-692-9902

**YOU CAN ONLY GET
THERE BY SEA.**

GO WITH THE TEAM THAT KNOWS THE WAY.

MOTORYACHT SHOWCASE



"MY MARILYN" 113' 1994 HATTERAS
CALL TONY LAZZARA: 727-692-9902



"SHERRI LYNN" 101' 2010 HARGRAVE
CALL MIKE McCARTHY: 772-631-2838



"HARD ASSETS" 92' 1989 JONES GOODELL
CALL DAVE MEYER: 561-722-1047



"ANDIAMO" 85' 2010 SYMBOL
CALL MIKE McCARTHY: 772-631-2838



"ALEXANDRA BEAR" 78' 2004 MARLOW
CALL JEFF CREARY: 305-394-3429



"LICKETY-SPLIT II" 75' 2000 HATTERAS
CALL JIM KELLY: 954-675-4435



"BET ON IT" 75' 2000 LEOPARD
CALL JACK ROBERTSON: 772-260-1364



"DOLCE VITA" 70' 2008 UNIESSE
CALL MIKE BURKE: 561-722-1063

TO VIEW OUR FULL LINE OF MOTORYACHTS, VISIT HMY.COM/MOTORYACHT

CALL OR VISIT HMY FOR ALL YOUR CHARTER NEEDS:
(561) 833-6060 • HMY.COM/CHARTER

NEW YACHT SALES | BROKERAGE | NEW CONSTRUCTION | CHARTER





HMY Yachts

Let us put your yacht IN the market not ON it.



BURGER

"SERENDIPITY" 86' 1982
CALL JAY RHOADES: 561-310-3528



HORIZON

"SUNSHINE" 82' 2001
CALL PETER MARKATOS: 954-829-3906



LYMAN MORSE

"EXCELLENCE" 82' 2003
CALL MIKE BURKE: 561-722-1063



NEW VIKING

NEW 82' VIKING ENCL. BRIDGE
CALL PAT KELLY: 561-723-9300



VIKING

"SCOOTER" 82' 2010
CALL JEFF CREARY: 305-394-3429



VIKING SPORT CRUISER

"BUDDHA BOAT" 75' 2006
CALL JAY HENDRIX: 561-847-6169



HATTERAS

"SEA DANCER" 74' 1998
CALL TIM GREDICK: 843-607-7256



OCEAN ALEXANDER

"MISSTRESS" 74' 2008
CALL BRIAN WEAVER: 561-308-0939



VIKING

"KIT III" 74' 2007 SKYBRIDGE
CALL STEVE MOYNIHAN: 561-722-9629



VIKING SPORT CRUISER

"OCTOBER PRINCESS" 72' 2000
CALL MIKE BURKE: 561-722-1063



VIKING SPORT CRUISER

"CHARGE IT" 70' 2006
CALL MIKE BURKE: 561-722-1063
Not for sale to U.S. citizens while in U.S. waters.



AZIMUT

"CAPTAIN RON" 68' 2008
CALL BRIAN NOPPER: 954-325-6000



FAIRLINE

"AQUABELLE" 68' 2007
CALL BRIAN WEAVER: 561-308-0939



VIKING

"JOLLY ROGER" 68' 2007
CALL DAVE BERARD: 772-341-3669



VIKING

"JANE E" 68' 2007
CALL DAVE MEYER: 561-722-1047



MARQUIS

"ISABELLA" 65' 2006
CALL JOHN STRADER: 954-610-4478



GRAND BANKS

"BIGG BLUE" 64' 2002
CALL JULEE JACKSON: 772-473-1768



HATTERAS

"CLASSIFIED" 64' 1981
CALL STEVE BARCSANSKY: 561-722-5675



QUEENSHIP

"IMAGINATION" 64' 2001
CALL STEVE FITHIAN: 954-383-1999



PRINCESS

"RENIE VEE" 62' 2011
CALL JAY HENDIX: 561-847-6169



HATTERAS

"BLUE RENDEZVOUS" 60' 2001
CALL BRIAN NOPPER: 954-325-6000

HMY



hmy.com



HMY Yachts
Let us put your yacht IN the market not ON it.

RIVIERA



"QUEEN MARA" 60' 2006
CALL GARY MACALUSO: 305-951-2762

CARVER



"CAPELLA" 57' 2003
CALL SEAN O'HERON: 772-919-2227

ALDEN



"TWILIGHT" 56' 1997
CALL MARK PARKER: 561-371-2615

NEPTUNUS



"WANDERER" 56' 2002
CALL ROGER HANSEN: 904-631-5377

VIKING



"JUST BECAUSE" 55' 1990
CALL SPENCER MARKATOS: 561-628-6694

OFFSHORE



"PIRATE'S PLEASURE" 54' 2001
CALL STEVE FITHIAN: 954-383-1999

OFFSHORE



"TALLY HO" 54' 1999
CALL JAY RHOADES: 561-310-3528

VIKING SPORT CRUISER



"CARINAT" 54' 2008
CALL STEVE CONROY: 843-324-5222

VIKING SPORT CRUISER



"LITTLE BEVERLEY" 53' 2008
CALL JOHN STRADER: 954-610-4478

MARITIMO



"FIN-E-TOW" 52' 2008
CALL SANDY COCHRAN: 561-427-8746

RIVIERA



51' 2007
CALL PAUL FLANNERY: 904-607-0099

SYMBOL



"TROPPPO CARO" 50' 2000
CALL JOHN HAUCKE: 561-371-7386

VIKING SPORT CRUISER



"ICEBREAKER III" 50' 1998
CALL STEVE FITHIAN: 954-383-1999

SEA RAY



"TWO BUCKS" 50' 2005
CALL JIM KELLY: 954-675-4435

GRAND BANKS



"SWEET SUE" 49' 2001
CALL STEVE FITHIAN: 954-383-1999

CARVER



"C-TREKKER" 46' 2006
CALL DAVE BERARD: 772-341-3669

GRAND BANKS



"POP I'S MISTRESS" 46' 1991
CALL STEVE FITHIAN: 954-383-1999

GRAND BANKS



"TONTTO'S REWARD" 45' 2008
CALL JULEE JACKSON: 772-473-1768

HINCKLEY



44' 2001
CALL DOUG DONOHUE: 954-914-4303

GRAND BANKS

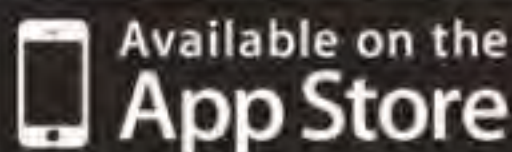


"BRILLIANT" 43' 2002
CALL PAUL FLANNERY: 904-607-0099

HINCKLEY



"CANDAREENIE" 40' 2005
CALL JEFF CREARY: 305-394-3429



GRAND BANKS YACHTS

HMY represents the Tiara & Grand Banks brand in the Florida Keys through Jacksonville

W

954.316.6364

2957 STATE ROAD 84, FORT LAUDERDALE, FL 33312

INFO@WESTPORTYACHTSALES.COM • WWW.WESTPORTYACHTS.COM

CHRIS JUNE • BRYAN LONG • ANDREW MILES • CAMM MOORE • MARK PECK
CLAUDE RACINE • RALPH RAULIN • ALEX ROGERS • JOHN VARGA • MIKE WILLIAMS



New Construction
WESTPORT 164



New Construction
WESTPORT 130



New Construction
WESTPORT 112



New Construction
WESTPORT 98



New Construction
PACIFIC MARINER 85



130' Westport Tri-Deck MY 2001 "ENDLESS SUMMER"
John Varga, C.A.



130' Westport Tri-Deck MY 2009 "MISS MICHELLE"
Claude Racine, C.A.



114' Hatteras 1994 "LADY MONROE"
Alex Rogers / Chris June, C.A.'s



112' Westport RPHMY 2000 "SEA BIRD"
Mark Peck / Alex Rogers, C.A.'s



112' Westport RPHMY 2007 "STEADFAST"
Alex Rogers / Andrew Miles, C.A.'s

WESTPORT

SINCE 1964



106' Westport RPHMY 2004
Mike Williams / John Varga, C.A.'s



105' Crescent 1994
Camm Moore, C.A.



103' West Bay 2001
Mark Peck, C.A.



100' Cheoy Lee 2007
Alex Rogers / Andrew Miles, C.A.'s



98' West Bay 1997
Andrew Miles / Bryan Long, C.A.'s



92' Tarrab 2002
Andrew Miles, C.A.



92' Burger 1974
Alex Rogers / Ralph Raulin, C.A.'s



90' Hargrave 2005
Bryan Long, C.A.



88' Tarrab CPMY 2002
Andrew Miles, C.A.



85' Broward 1982
Chris June/Alex Rogers, C.A.'s



85' Pacific Mariner 2008
Chris June, C.A.



84' Northcoast 2001
Camm Moore, C.A.



82' Horizon 2005
Mike Williams, C.A.



81' Cheoy Lee 2001
Claude Racine / John Varga, C.A.'s



80' Lazzara 1998
Mark Peck, C.A.

W

954.316.6364

2957 STATE ROAD 84, FORT LAUDERDALE, FL 33312

INFO@WESTPORTYACHTSALES.COM • WWW.WESTPORTYACHTS.COM

CHRIS JUNE • BRYAN LONG • ANDREW MILES • CAMM MOORE • MARK PECK
CLAUDE RACINE • RALPH RAULIN • ALEX ROGERS • JOHN VARGA • MIKE WILLIAMS



Not for sale to U.S. residents while in U.S. waters

78' West Bay 2002
Claude Racine, C.A.



77' Horizon MY 2008
John Varga, C.A.



75' Symbol 2008
Chris June, C.A.



75' Hatteras 2001
Alex Rogers, C.A.



75' Sunseeker Manhattan 2006
Ralph Raulin, C.A.



74' Hatteras 1999
Alex Rogers, C.A.



72' Grand Banks 2004
Alex Rogers, C.A.



70' Neptunus 1997
Mark Peck, C.A.



66' Ocean Sportfish 1999
Bryan Long, C.A.



65' Donzi/Roscioli 1990
Mark Peck, C.A.



65' Pacific Mariner 2005
John Varga, C.A.



65' Hatteras FBMY 1988
Ralph Raulin, C.A.



65' Princess 2003
Andrew Miles, C.A.



64' Viking SF 2007
John Varga, C.A.



62' Azimut 2004
Chris June, C.A.

WWW.WESTPORTYACHTS.COM

Buyer Beware
info@westportyachts.com

GILMAN YACHTS™

since 1968

www.gilmanyachts.com

PRICE REDUCED



150' RICHMOND TRI DECK MY 2010

Brand new yacht with delivery and demo hours only. Ward Setzer naval architecture with stunning Pavlik interior that includes up to six suites with skylounge VIP. MTU 2000 hp mains provide a 16 knot cruise speed. Touch and go helipad and abundant outdoor spaces. Contact authorized agent, Jeff Stanley



87' JOHNSON FBMY 2005

Customized 4 stateroom layout loaded with options; C-32 CATS with warranties until 2014, tender garage with 13' RIB tender leaves the flybridge open for high style entertaining. Great Lakes capable with hydraulic hard top. Very attractive price. South Florida location. Call Jeff Stanley, Central Agent.



78' MOCHI CRAFT LONG-RANGE HYBRID 2010

One of the first hybrid motoryachts available in this size range. Diesel electric capabilities for super-quiet operation and dual Gyro-stabilizers + active stabilization. Plenty of outdoor lounging area plus an open interior with large windows, hardwood floors, leather seating. Contact Joe Majcherek for complete details.



74' STEPHENS CUSTOM MOTORYACHT 1982

Maintained to perfection. Often referred to as a west coast Burger. Truly a gentleman's yacht in the finest tradition. Twin dependable 12V71T's provide comfortable 17 knot cruise. Updated electronics, bow thruster, stabilizers. A must see. Now Asking \$795,000. Contact Wayne Cannava, Central Agent



72' DONZI SPORTFISHERMAN 1995

Best described as a "battlewagon", the 72 Donzi will get you there in comfort! Long range 3,000 gallon fuel tanks. 3 ensuite cabins plus crew for 2. Huge flybridge. Contact Jeff Stanley, Central Agent.



68' REAL SHIPS EXPEDITION LRC 2004

Bulbous bow, twin engine traveler w/20' center-console in cradle on bow. 3 Stateroom/3 head cherrywood interior. ASEA shorepower conversion. 4700 gal. fuel capacity. Asking \$995,000. Joe Majcherek.



NEW LISTING!

62' NEPTUNUS FBMY 2004

T/1000 HP CATs with less than 900 hours. Three stateroom layout with custom office area below. Full lower station. Aggressively priced by serious seller. Contact Jeff Stanley, Central Agent.



60' BERTRAM SPORTFISH 1996

4 Staterooms with bonus VIP layout. Caterpillar 3412 diesels, Pipewelder tower with central ladder 12 steps. Updated electronics, watermaker, Eskimo ice maker. Extremely clean. Contact Jim McKee, Central Agent.



PRICE REDUCED

55' NEPTUNUS CABRIO 2007

Twin C-15 CATS, 800 hp with 500 hours. Custom built with 3 cabins to sleep 5. Sunroof and A/C in wheel house, RIB tender on hydraulic lift. Contact Jeff Stanley, Central Agent.



55' SEA RAY SEDAN BRIDGE 1997

Custom layout w/office. Twin 3196 CAT's low hours, Updated hardwood flooring throughout. Raymarine electronics package, bow thruster. Contact Central Agent, Wayne Cannava.



58' NEPTUNUS FBMY 1993

Total refit does not begin to describe the scope of work undertaken. New from bar to stern. Call for photos. Twin 820 hp MANs. Contact Jeff Stanley, Central Agent.



47' VIKING CONVERTIBLE 1998/99

Twin 800 hp MAN's, many recent updates including watermaker, Eskimo ice chipper, fuel polishing system and 3D Furuno NavNet, Fighting chair and satellite TV. Contact Jeff Stanley, Central Agent.



PRICE REDUCED

51' CAROLINA CUSTOM HERITAGE 2008

Excellent mid-size sportfish that runs great with economical Cummins QSM11s. Large cockpit with bridge overhang, custom hardtop and beautiful curves & tumblehome. Contact Eddie Wimbrow.

1510 SE 17th St, Suite 300 • Ft Lauderdale, FL 33316
954.525.8112 • Lauderdale@GilmanYachts.com

Since 1959

ATLANTIC

YACHT & SHIP INC.

150 RICHMOND 2010

Huge Price Reduction



Not for sale in US waters

6 owner staterooms plus 10 crew. Helicopter capable. MTU power, with full warranties. Contact Mack Carroll or Trevor Carroll.

120 SOVEREIGN 1999

Not for sale in US waters



Twin 1800 hp MTUs, 0 hours. 5 Stateroom plus crew. Many upgrades, recent paint. Beautiful light maple interior. Located California. Contact Chris or Mack Carroll.

118 MILLENIUM 2001



Twin 16V2000 MTUs. Standard full beam layout with 4 owner staterooms including split level master and full beam VIP. Contact Andrey Shestakov.

116 AZIMUT MOTOR YACHT 2005

Ft. Lauderdale



Not for sale in US waters

Layout accommodates 10-12 guests plus crew. Twin MTUs, professionally maintained. Contact Joe Marino.

115 TRINITY REFIT 2007/2008

Asking \$2,995,000

Not for sale in US waters



Twin 3412 CATs. Luxuriously appointed four stateroom plus crew. Full electronics & many toys. Jacuzzi on flybridge. Ideal for personal use or charter. Contact Chris or Mack Carroll.

108 HARGRAVE 2006



Not for sale in US waters

Immaculate condition. New to market! Seriously for sale. Twin C32 CATs. Contact Andrey Shestakov.

108 DE VRIES LENTSCH 1973



Twin CAT D346s, 4 SR + crew, freshwater. Huge Flybridge & aft deck. All cash offers considered. Contact CA Mike Levell.

106 DENISON 1986



Repowered with C32 CATs, new paint. New to market. Contact Joe Marino.

105 EXPEDITION YACHT 1983/2005



Twin 3412 CATs, 4 staterooms plus captain and crew. Jacuzzi on sun-deck. Contact Andrey Shestakov.

97 HARGRAVE 2005



Reliable C-30 CATs. Luxurious interior in cherry gloss and burl accents. Updated electronics and many recent upgrades. Contact CA Trevor Carroll.

90 FALCON 2010

Price Reduced



Not for sale in US waters

MTU 16V2000s, 4 cabins for guests plus crew. Under warranty. Euro power plus Atlas converter. Contact Joe Marino.

88 LEOPARD SPORT YACHT 2001



Not for sale in US waters

Twin MTUs. Arneson surface drives. Speeds to 33 kts. 3 staterooms plus crew. Special situation. Contact Dean Anthony 954-328-2700.

87 JOHNSON 2005



Twin CAT C-30s. Wide beam, on-deck master. 4 Staterooms plus 3 crew berth. Walk-around decks plus garage for toys. Contact Mack or Chris Carroll.

85 AZIMUT 2005



Not for sale in US waters

Twin 12V2000 MTUs. 4 SR/4 head plus 4 crew berths. Captain maintained and equipped for cruising. Contact Joe Marino.

85 AZIMUT 2007



Not for sale in US waters

New body style! Twin CAT C32s. Highly desirable Minimalist interior. Rare offering. Contact Joe Marino.

82 HORIZON 2001

2002 Model Also Available



Full beam master makes 4 staterooms plus crew. Captain maintained. Contact Joe Marino or Trevor Carroll.

82 SAN LORENZO 1994

Price reduced - \$854K



Not for sale in US waters

Finest Italian motoryacht. Turn-key condition. 4 staterooms plus crew. On-deck Jacuzzi. Contact Brad Nelson.

82 SUNSEEKER YACHT 2004



Not for sale in US waters

Twin CAT C-30s, 4 Stateroom plus crew. Excellent condition. Captain maintained. Contact CA Joe Marino.

FLORIDA OFFICE

850 NE 3rd Street, Suite 213
Dania Beach, FL 33004
Tel. 954-921-1500

CALIFORNIA OFFICE

438 East Alondra Boulevard.
Gardena, CA 90248-2902
Tel. 888-617-7222

Pre-Owned Sunseekers

108 SUNSEEKER PREDATOR 2009



40+ knots with triple MTU power. Arneson surface drives. Exquisite walnut interior w/ 4 luxurious staterooms. Contact office 954-921-1500.

94 SUNSEEKER YACHT 2003



Not for sale in US waters

4 SR + crew. Jacuzzi, SAT TV, phone. New teak decks & new int. décor. Capt. Maintained. Contact Joe Marino 954-328-2059.

86 SUNSEEKER YACHT 2008



Not for sale in US waters

Twin CAT C32s. Hydraulic lifting platform, powered bimini top, blue hull. Contact Joe Marino.

82 SUNSEEKER PREDATOR 2006



Not for sale in US waters

The ultimate sports cruiser. Accommodation for 8, speeds to 43 knots on shallow draft with her Arneson Drives. Contact Herb Bopp.

74 SUNSEEKER MANHATTAN 2002



Twin 1300 hp MANs. 4 stateroom plus crew. Bimini top. Located in S. Florida. Contact Andrey Shestakov.

72 SUNSEEKER PREDATOR 2006/2011



Sistership

Twin Common Rail MANs. Mint condition. Trades possible. Low hours. \$1,595,000. Contact Dean Anthony 954-328-2700.

68 SUNSEEKER PREDATOR 2005



Twin MANs speed up to 40 kts., 3 SR+crew, retractable hard top, teak decks. Contact Herb Bopp.

68 SUNSEEKER PREDATOR 2002



Twin 1300 hp MANs, 1,000 hr. service completed. Freshwater boat. Hardtop with retractable sunroof. Contact Stephen Faraldo.

68 SUNSEEKER PREDATOR 2003



Twin 1500 hp MANS, underwater lights, 3 staterooms plus crew. Contact Brian Peterson 954-868-4739.

66 SUNSEEKER MANHATTAN 2007

New to Market!



Sistership

30+ knots. Loaded with options. Two boat owner is motivated! Call Dean Anthony 954-328-2700 for your best deal!

64 SUNSEEKER MANHATTAN 2005



Hull painted gold Jan 2012. New Furuno. Hydraulic swim platform, bow thruster. Loaded and ready to cruise. Contact Chris Carroll.

64 SUNSEEKER MANHATTAN 2004

New to Market!



1,000 hour service just completed. Hydraulic swim platform. MAN 1050s. Contact Stephen Faraldo.

63 SUNSEEKER PREDATOR 1996



3 Staterooms plus crew. High gloss cherry interior. New paint, rebuilt MANs. Contact Randy Kires.

61 SUNSEEKER PREDATOR 2005



Only 165 hours. Retractable sunroof. 1050 hp MANs. Contact Stephen Faraldo.

61 SUNSEEKER PREDATOR 2002



1,000 hr service completed on MANs, bow & stern thrusters, cockpit A/C. Well maintained, stored under cover. Contact Randy Kires.

58 SUNSEEKER PREDATOR 1998

Motivated Seller



Not for sale in US waters

3 stateroom w/ cherry gloss woodwork, large cockpit. Maintained w/open checkbook. Contact CA Randy Kires 954-401-6888.

55 SUNSEEKER PREDATOR 2005

Motivated Seller



Not for sale in US waters

Twin 1050 MANs w/ Arnesons. 3 Stateroom w/ cherry interior. Underwater lights. Now in Florida. Contact Herb Bopp 954-931-7138.

50 SUNSEEKER MANHATTAN 2005



3 year CAT platinum warranties. Impeccable, maintained w/open checkbook and ready to go! 2006 model also available. Contact Stephen Faraldo.



<<< Scan the Code to access our full listings
www.AtlanticYachtandShip.com
 info@AtlanticYachtandShip.com

80 POSILIPPO 2001

Price Reduced



4 staterooms plus crew, built to US specs. 3412 CATs w/ low hrs., capt. maintained, lots of toys. Contact CA Gregg Silver.

80 AZIMUT CARAT 2005



Twin C-30 CATs. Loaded - Atlas, KVH TV, SAT phone. Located in Italy. Contact Joe Marino.

72 VIKING SPORT CRUISER 2001

Huge Price Reduction
Not for sale in US waters



Very motivated Seller. Best priced on the market. 4 staterooms plus crew, captain-maintained. Contact Andrey Shestakov.

70 MAIORA MOTORYACHT 1996

Not for sale in US waters



Classic Italian 3 SR plus 3 crew. SAT TV, bow thruster, T-18.5 kw gens. Twin 1150 hp MTUs. Call CA Joe Marino.

62 PERSHING 2008



Silver McLaren paint, teak decks, 3 stateroom plus crew. Top speed 40 kts. Contact Brad Nelson.

61' VIKING SPORT CRUISER 2005

Price Reduced



Twin 800 Cats. New teak swim platform Jan 2012. Low Hours. Beautiful Dark Cherry Interior. Call Dennis Rhodes.

55 AZIMUT 2011



Low hours. Better than new! Contact Andrey Shestakov.

50 BAIÁ CLASSIC 1997



Twin MTUs. 2 stateroom/2 head layout. Gorgeous cherry gloss interior. Bow thruster, custom hard top, 50 mph boat! Contact Brent DeSellar.

53 AZIMUT 2011

Not for sale in US waters



Twin C-12 CATs, full engine and Masterpiece hull warranties, 3 Stateroom. Contact Dean Anthony 954-328-2700.

78 FORBES COOPER 1997



4 Staterooms with private head, 2 crew, and day head. Westmar Stabilized. Contact Brad Nelson.

78 MARLOW 2005



Three stateroom plus crew. C30 CATs, stabilized. Best equipped Marlow ever conceived! Contact Gregg Silver.

73 FORBES COOPER 1995

\$639,000



Mulder design built for demanding Pacific Northwest Seas. 4 stateroom plus 2 crew. T-765 Detroit w/ low hours. Call Brad Nelson.

72 RAYBURN MOTORYACHT 2005



Not for sale in US waters

T-1050hp MAN's, 3 staterooms + crew, open galley, captain maintained. Contact Central Agent, Joe Marino.

72 VIKING COCKPIT MOTOR YACHT 1991



Twin 1292s, extended aft deck, recent interior upgrades. Four stateroom/galley up. Pipewelders hard top. Contact Mike Levell.

61 VIKING W/ MEZZANINE SEATING 2004



Twin MTUs. 3 stateroom/3 head layout. New underwater lights, electronics, and bottom paint. Contact CA Mack Carroll or Chris Carroll.

57 VIKING M/Y 1994



4 stateroom/3 heads, galley up large fb, very low hrs. Naiads, bow thruster, gorgeous condition. Contact CA Franco Tringali.

56 CARVER VOYAGER 2008

Reduced to \$599K!



Volvo power - only 40 hrs! Captain maintained, out of water. Hard top with enclosures and A/C. Located in Texas. Joe Marino.

56 VIKING 2004



Twin Series 2000 V12 series MTUs. Fish rigged, underwater lights, full electronics. Maintained with open checkbook. Contact CA Ed Biggie.

FLORIDA OFFICE

850 NE 3rd Street, Suite 213
Dania Beach, FL 33004
Tel. 954-921-1500

CALIFORNIA OFFICE

438 East Alondra Boulevard.
Gardena, CA 90248-2902
Tel. 888-617-7222

EXPERIENCE THE EXCELLENCE

HATTERAS MOTOR YACHTS

60 Hatteras MY

Innovative 60 MY with the interior space of a 70MY.

Immediate Delivery!



2013 HATTERAS MOTOR YACHTS AVAILABLE NOW FOR YOUR CUSTOM SPECIFICATIONS AND BUILD.



80' Hatteras MY



New Hatteras 100 Raised Pilot House.
Flagship of the next generation. Available Summer 2013.

CUSTOM ORDER NOW!



72' Hatteras MY

THE NEW HATTERAS GT SERIES PURE SPEED, PURE LUXURY, PURE CAROLINA



NEW! GT63 EFB

NOW AVAILABLE!



Hatteras GT63



Hatteras GT60



Hatteras GT54



FEATURED BROKERAGE



LOCATED IN OCEAN REEF, FL

"CALINDA" 54 HATTERAS 2006
SOLD AS NEW '09. ARGUABLY THE CLEANEST, BEST EQUIPPED 54' ON THE MARKET. C-32 CAT POWER. SERVICED & READY. \$1,090,000. STK #103724. CONTACT KEN REDA 305-342-0658. KEN.REDA@MARINEMAX.COM



LOCATED IN STUART, FL

"4 - O SILK" 45' CABO EXP 2004
T/MAN D2840LE @ 1050 HP, 2 S/R LAYOUT, A/C HELM DECK, CUSTOM ROD STORAGE, UPGRADED ENGINE PACKAGE, PIPEWELDERS TOWER & HARDTOP. EXCELLENT CONDITION. CONTACT PAUL PELLETIER, 772-323-8908.



LOCATED IN NAPLES, FL

45' CABO EXPRESS 2010
MAN V-10, LOW HOURS, TWO STATEROOM, EXTENSIVE EQUIPMENT, READY TO FISH OR CRUISE. STOCK #83570. CONTACT DAVID MICHIE 239-481-8200



LOCATED IN STUART, FL

"WHAT A PEACH" 39' SEA RAY MY 2004
T/CUMMINS 480CE DIESELS, 446 HRS, BOW THRUSTER, 9.0KW GEN, WASHER/DRYER COMBO, 2 S/R, 2 HEADS, LARGE AFT DECK W/WET BAR. VERY NICE CONDITION, STK #104148. CONTACT PAUL PELLETIER, 772-323-8908.

HATTERAS YACHTS EXCLUSIVELY AT MARINEMAX IN FL, NY, NJ AND TX
MAJOR YACHT SERVICE FACILITIES ALONG THE ATLANTIC AND THE GULF COASTS FROM NEW YORK TO TEXAS
(888) - 574-6481

COMPLETE LISTING INFORMATION, PRICES, SPECIFICATIONS AT MARINEMAX.COM

ARDELL

Specializing in yacht brokerage since 1958

FEATURED LISTING

LORA 80' NORTHERN MARINE '02

LORA is the true epitome of a classic, expedition, world cruiser.

A timeless dark wood "Gentlemen's Club" interior that gives it that warm & comfortable feeling. Her unique layout affords a full beam master with king bed, two guest cabins each with a queen berth plus crew quarters. A full array of the latest electronics completes the professional wheelhouse.



Bow and stern thrusters make light work out of docking in even the tightest quarters. The single 660hp Cummins Diesel provides a range of over 5,000 nm with plenty of reserve. The 27 kw generator (1 of 3 onboard) is linked hydraulically to the main shaft for emergency propulsion, providing 6 knots of speed. Zero speed stabilization make Lora perfect for extended anchoring. The current owner has spared no expense in her upgrades and maintenance.

Tim Johnson
tim@ardell.com



90' ABeking & RASMUSSEN 1956

Designed by Philip Rhodes. New Sitka Spruce masts and full booms built. Major interior and systems refit at Fairhaven Shipyard

Tom Corkett
corkett@ardell.com



68' NORDLUND 1991

Raised pilothouse, extended cockpit, 3 staterooms. 2 gensets Stabilized. Walk-in engine room.

Dennis Moran or Tom Corkett
moran@ardell.com corkett@ardell.com



92' ALLSEAS 2010

Expedition yacht, 600hp twin Cummins diesels, 7,000 gal. fuel, Five staterooms plus crew. Bow and stern thrusters.

Bill Solt
solt@ardell.com



80' OCEAN ALEXANDER 2007

Ed Monk design, 2 Staterooms + crew, 3 heads, Stabilizers, Onan gensets Hydraulic bow & stern thrusters, Furuno electronics, LLC ownership

Todd Riettenhouse
rittenhouse@ardell.com



64' OUT ISLANDER 2009

One owner, built for extended cruising Fully Loaded dealer demo.

Skip Morris
skip@ardell.com



72' FERRETTI 1998

Italian cherry wood interior, 4 Staterooms, 4 heads + crew

Mason Staring
mason@ardell.com



49' JEANNEAU 2005

Well equipped, Good condition & ready to sail In Ft. Lauderdale for easy inspections

Randy Greenfield
randy@ardell.com

Florida T 954.525.7637 F 954.527.1292 Email yachts@ardell.com
1550 S.E. 17th Street, Fort Lauderdale, FL 33316 USA

California T 949.642.5735 F 949.642.9884 Email yachts-ca@ardell.com
2101 West Coast Highway, Newport Beach, CA 92663 USA

www.ardell.com magazines.ardell.com



105' CBI NAVI LONG RANGE EXPEDITION YACHT

3 Staterooms + 6 crew, Full paint job 2008, Mechanical refit 2010
Navigation & Communications upgrades 2011, Immaculate

Jeromy Mold
jeromy@ardell.com



132' RON HOLLAND KETCH

1993 Lurssen, Worldwide capability, Superb stability and performance, New paint 2012. Location South Pacific

Craig Cadwalader
craig@ardell.com



136' ASTILLEROS CELAYA 1985/2005

4 Staterooms + crew quarters, Spacious on-deck living, 1985/2005 refit
Steel construction, Superb condition, S&S design

Gage Powell
gage@ardell.com



88' NORDLUND 2000

1 owner boat, Built for very knowledgeable owner, Must be considered by any serious cruiser, This yacht is a must see. **Video available**

Brian Hermann
brian@ardell.com



76' FRANCHINI 2001

Custom cruising sailboat designed by Doug Peterson, 3 Staterooms + crew
Raised pilothouse. Teak interior. Loaded with equipment & gear.

Jim Elliott
elliott@ardell.com



87' JOHNSON 2006

Low Hours on C-30 diesels, 4 Staterooms, 5 Heads, TRAC Stabilizers
Hydraulic bow/stern thrusters, Furuno electronics, LLC Owned

Todd Rittenhouse
rittenhouse@ardell.com



65' NEPTUNUS 2004

Fresh water stabilized yacht, low hrs,
bow/stern thrusters, walk-in engine room

Bob Zarchen
bob@ardell.com



78' JONES GOODELL 1986

Extensive refit, Long range Yacht/Fisherman
All new & gorgeous 3 staterooms interior

CA: Jim Elliott
FL: Ron Rickard



80' LAZZARA 2004

Open bridge w/hot tub, 5 Staterooms
Hydraulic aft platform, CAT C30's.

Bob Zarchen
bob@ardell.com

WOULDN'T YOU RATHER HAVE MORE CABINS FIT FOR A KING?



WE REJECTED SIX DESIGNS BEFORE WE FINALLY CHOSE THIS ONE, YOU KNOW WHY?

Because we started going down the same design path as everyone else when we began creating our new 125' Hargrave Raised Pilothouse. "How can we do more in less space?" we thought, and suddenly we paused and said, "Hey let's rethink this again."

When we first started out we were thinking about how much we could include in this size yacht. Because of the tremendous beam we had to work with, we came up with several impressive five- and six-stateroom layouts. On paper they looked great and offered more cabins and accommodations than the competition. But then we shifted gears and realized that what would be even more enjoyable and desirable for an experienced yachtsman would be four luxurious suites all with king-sized berths, and extra storage and open space in all the right places. Let me tell you, your family and friends will just love this all suite layout!

We invite you see our new 125' Hargrave Raised Pilothouse at the Fort Lauderdale Boat Show in October where it will be offered for sale, and what you will see is a lot more than just another beautiful yacht. What you'll see on your visit is a perfect example of what Hargrave does better than anyone else: create masterpieces one at a time that provides you and your family with a better boating experience. Why would anyone settle for a production boat when they can own a custom yacht at the same price?

Want to know more about why this yacht is head and shoulders above the competition? Call Mike DiCondina or Pete Colagiovanni and we'll show you why Hargrave should be number one on your shopping list.

PROVIDING A BETTER BOATING EXPERIENCE

HARGRAVE
CUSTOM YACHTS

800.551.9590 | 954.463.0555
SALES@HARGRAVE.ORG
HARGRAVECUSTOMYACHTS.COM

HARGRAVE

800.551.9590 | 954.463.0555 | SALES@HARGRAVE.ORG | WWW.HARGRAVEYACHTSALES.COM | 1887 WEST SR 84, FT LAUDERDALE, FL 33315



114' Hargrave – 2009
Sea Legend – \$6,500,000



101' Hargrave – 2010
SeaVenture – \$7,200,000



98' Hargrave – 2008
Tigers Eye – \$5,450,000



97' Hargrave – 2005
\$3,900,000



97' Hargrave – 2006/2010
Hooter Patrol IV -- \$3,995,000



96' Hargrave – 2005
Bamboleo – \$3,495,000



90' Hargrave – 2009
My Lady M – \$4,995,000



90' Hargrave – 2005
Dani – \$4,000,000



78' Hargrave – 2007
Goose Bumps – \$2,675,000



76' Hargrave – 2013
New Boat – \$4,400,000



68' Viking – 1999/2007
Untamed – \$745,000



66' Monte Fino – 2010
Victory II – \$2,495,000



65' Fairline – 1996
Pegway – ~~\$495,000~~ NOW \$450,000



52' Fountain Custom – 2009
Bird of Prey – \$1,490,000



45' Hargrave – 2001
Aluminum Battlewagon – \$449,500

PROVIDING A BETTER BOATING EXPERIENCE



Why would you charter your boat? Why would we agree to manage it?

Are you moving up into the 100' range? Are you thinking of chartering your boat? The revenue and tax advantages are substantial and worth considering. For many owners, understanding the facts on this vital subject can help them decide which boat is right for that big step up from owner/operator. We know your concerns, and we can help you to understand your options.



UNITED YACHT SALES

UYS NEWS

Guess Where?

This unique inlet is somewhere on the East Coast. The light from this lighthouse can be seen up to 25 miles offshore. With the width of this inlet at 400 feet and shifting sandbars, this tricky to maneuver inlet causes many boaters to instead use other points of entry nearby.

Find out which inlet this is at www.UnitedYacht.com/news



Next up for United Yacht Sales, the Newport Boat Show. Come visit us for a good time!

Charlie and EJ Williams have owned many boats over the years. In 2002 they bought their first boat from UYS.

It was love at first sight. Peter Schmidt, founder and CEO for UYS, arranged the sale. Eventually UYS sold the boat for Williams which was followed by another purchase.

Charlie and EJ cruised the East Coast and Bahamas for years and whenever they ran into mechanical issues, UYS broker Dave Bourbeau was there for them and eventually sold the boat for them.

Now, Charlie and EJ are enjoying their time with a new boat on the Great Loop. Charlie writes "UYS has become almost family to me. Their entire staff is extremely professional and yet personable. Having done as much business with them as we have, I have complete trust in how they do their business. I wouldn't even consider having another brokerage handle my boating business."

Find out more about Charlie and EJ and where they are at www.UnitedYacht.com/news

Charlie and EJ Williams 3 Boats bought and 2 sold ... handled by UYS



Trinity Yachts hosts the United team

United Yacht Sales was recently invited to spend a day at Trinity Yachts in Gulfport MS to learn what capabilities the prestigious yacht manufacturer has and also to forge a relationship with the company.

An amazing day was had by all concerned. William "Billy" Smith, Vice President of Marketing, spent the whole day with the United crew touring them around the facilities and showing them how these mega-yachts get made, from the design room to the end result.



Find out more about the trip and Trinity mega-yachts at www.UnitedYacht.com



Use your QR scanner app on your Smart Phone to link directly to UYS news to continue reading these and other interesting articles.

800.UYS.2270

www.UNITYACHT.COM



UNITED YACHT SALES



110' CANT DI PISA - 2000
Juan Morillo 305.917.3758



108' DE BIRS - 2012
Neil Morris 239.404.8662



98' KNIGHT & CARVER
Dan Morrison 954.648.1702



92' ANTAGO - 1996
Juan Morillo 305.917.3758



92' ALLSEAS - 2010
Lenny Beck 910.617.2205



87' WEST BAY - 2005
John Pribik 954.494.5956



80' LAZZARA - 2005
John Pribik 954.494.5956



76' RAYBURN - 2001
Ron Housman 617.549.4123



73' OCEAN - 2005
Chris Cooke 888.922.4814



68' FERRETTI - 2001
Ron Housman 617.549.4123



64' TITAN - 2013
Scott White 609.780.0309



62' NEPTUNUS - 2005
Ron Housman 617.549.4123



61' BUDDY DAVIS - 1990
Frank Esposito 772.263.2727



60' HATTERAS - 1999
Chris Cunningham 772.708.5516



60' RIVIERA - 2008
Greg Graham 305.522.4739



60' HATTERAS - 2005
Andrew Troyer 850.499.7013



60' BERTRAM - 2002
Frank Esposito 772.263.2727



58' PRINCESS - 2009
Richard Glazer 954.732.9060



58' PACHOUD - 2004
Greg Pierce 561.385.4564



56' CARVER - 2005
Chuck Newman 904.607.7286



55' AZIMUT - 2007
Mark Guaranto 954.495.6514



54' FERRETTI - 1995
Chuck Newman 904.607.7286



54' HATTERAS - 2004
Bill Kimball 561.644.6924



53' ELCO - 1937
Mike Waters 561.301.2435



53' HATTERAS - 1978
Tom Thomas 401.862.8620



50' YACHTCAT - 2013
Jim Tippmann 772.332.3689



50' HATTERAS - 2001
Roger Smith 954.461.3881



50' CRUISERS - 1999
Roger Cole 727.460.0228



49' MERIDIAN - 2008
Jeff Beird 305.984.5179



48' SALISH SEA - 2013
Greg Pierce 561.385.4564



48' RYBOVICH - 1975
Bill Kimball 561.644.6924



48' HATTERAS - 1976
Lenny Beck 910.617.2205



48' CANOE COVE - 1981
Rick Hixon 360.341.4151



45' OCEAN - 1997
Mike Wilson 954.536.5387



44' CARVER - 2004
Paul Keeney 561.866.5691



42' SILVERTON - 2004
Mike Lesko 813.927.5645



38' VIKING - 1997
Bill Martz 772.288.1122



38' HINCKLEY - 2007
Greg Graham 305.522.4739



38' CRUISER CAT - 2010
Richard Buteux 772.485.2731



35' INTREPID - 2006
Trent Palmer 772.919.5477



34' GLACIER BAY - 2006
Willy McCormick 561.301.8126



30' TIARA - 2008
Fritz Grell 772.285.9226

Annapolis, Beaufort, Boston, Cape Canaveral, Cape May NJ, Charleston, Ft. Lauderdale, Houston, Miami, New Bern, Newport, L.I. New York, Nova Scotia, Ocean Reef, Palm Beach, Panama City, Portland OR, San Diego, St. Augustine, St. Petersburg, Savannah, Seattle, Stuart, Wrightsville Beach



OCEAN ALEXANDER®

BROKERAGE | NEW CONSTRUCTION

SEATTLE, WA 206-344-8566 • FT. LAUDERDALE, FL 954-779-1905 • NEWPORT BEACH, CA 949-515-7700
STURGEON BAY, WI 920-743-6526 OCEANALEXANDER.COM



120' OCEAN ALEXANDER JULY LAUNCH! CALL TODAY!



112' OCEAN ALEXANDER
Under Construction



3 STATEROOM + 2 CREW

2012 90' OCEAN ALEXANDER
Newport Beach - Stock # 007



4 STATEROOM + 2 CREW

2013 90' OCEAN ALEXANDER
Roche Harbor - Stock # 008



2012 85'E OCEAN ALEXANDER
Ft. Lauderdale - Stock # E05



2013 82' OCEAN ALEXANDER
Roche Harbor - Stock # 001



2012 65' OCEAN ALEXANDER
Ft. Lauderdale / Newport Beach - Stock # 104 / 105



OCEAN ALEXANDER®

BROKERAGE | NEW CONSTRUCTION

QUALITY LISTINGS WANTED! BROKERAGE SLIPS ARE NOW AVAILABLE AT OUR SEATTLE NORTH LAKE UNION, SEATTLE SOUTH LAKE UNION, NEWPORT BEACH CALIFORNIA, & FORT LAUDERDALE FLORIDA OFFICES!



2011 136' NEDSHIP - \$11,700,000
LOUIS DVORAK 954.336.7345



1994 106' WESTSHIP - \$2,395,000
LOUIS DVORAK 954.336.7345



2011 90' OCEAN ALEXANDER - \$7,449,000
PAUL GROESBECK 425.829.3551



2009 80' OCEAN ALEXANDER - \$3,195,000
JR WILLS 949.678.5533



2010 80' OCEAN ALEXANDER - \$3,995,000
KEVIN PIPER 206.427.0014



2010 74' OCEAN ALEXANDER - \$2,995,000
ARTHUR GRIN 561.758.2799



2008 70' VIKING - \$3,250,000
MICHAEL VRBAS 949.632.1414



2010 68' OCEAN ALEXANDER - \$2,595,000
RAY PROKORYM 425.327.0994



1986 68' NORDLUND - \$1,049,000
PAUL GROESBECK 425.829.3551



2006 65' ALASKAN - \$1,349,000
LOUIS DVORAK 954.336.7345



2006 64' OCEAN ALEXANDER - \$1,304,000
PAUL GROESBECK 425.829.3551



2010 64' WESTBAY - \$1,235,000
RAY PROKORYM 425.327.0994



2003 64' ALASKAN - \$1,295,000
NIEL STEENKAMP 206.850.2801



2003 64' OCEAN ALEXANDER - \$1,269,000
ARTHUR GRIN 561.758.2799



2010 62' OCEAN ALEXANDER - \$1,749,000
KEVIN PIPER 206.427.0014



2010 62' OCEAN ALEXANDER - \$1,795,000
KEVIN MCCARTHY 954.798.0969



1998 60' VIKING - \$449,000
JEFF OLIVER 954.303.4525



2000 60' HATTERAS - \$799,000
JEFF OLIVER 954.303.4525



1991 54' OCEAN ALEXANDER - \$299,000
JEFF OLIVER 954.303.4525



2006 53' EAGLE - \$525,000
LOUIS DVORAK 954.336.7345



THE HINCKLEY COMPANY®



2008 HINCKLEY TALARIA 44 FLYBRIDGE

BLUE ANGEL represents a virtually new T-44 FB, a head-turner where ever she goes. Outfitted with the ultimate in entertainment systems and options; she leaves nothing to be desired. WILDCREST, NJ \$849,000



2002 HINCKLEY TALARIA 44 EX

RELIANCE "Impeccable" is an understatement when referring her. Hinckley care since launching, and exquisitely appointed throughout. For anyone who wants to step aboard and go. SOUTHWEST HARBOR, ME \$695,000



2003 HINCKLEY PICNIC EP

NORTH STAR is well outfitted and elegant Picnic Boat. Fully air conditioned at the dock and underway, teak cockpit sole and transom. Wonderful example of Maine craftsmanship. North Star will delight her next owner. BAY HARBOR, MI \$335,000



2007 HINCKLEY PICNIC BOAT EP

STEELHEAD is a very late model Picnic Boat powered by the new Yanmar 480-hp engine. Varnished teak transom with the new transom door feature. Lovingly maintained and used primarily as a day boat. Beautiful. PORTSMOUTH, RI \$535,000



1996 HINCKLEY SOU'WESTER 52

LEGEND - Kevlar/E-glass hull, carbon mast, stoway/cutter rig, keel+centerbrd, electric winches, bow thruster, generator. 3-cabin, cherry interior, AC/heat. Mostly Capl. maintained. Recent teak decks, beautiful varnish. Exceptional. SOUTHWEST HARBOR, ME \$625,000



1976 HINCKLEY SOU'WESTER 50

The most remarkable thing about FREYA is the extent of the refit in this "D" layout 50 with Stowboom. Winter of 2006, I believe this was most extensive re-conditioning of any Sou'wester 50 ever. FREYA is a Gem! SOUTHWEST HARBOR, ME \$395,000



1980 HINCKLEY 64 CC

ELYSIAN has combined comfort and splendor that make this magnificent center-cockpit motor sailer for the discriminating yachtsman. 64' Mast height. The last H-64 built, hard-top with full enclosure. Recent refit and upgrade. VIRGIN GORDA, BVI REDUCED \$595,000



1978 HINCKLEY BERMUDA 40 MK III

CHARISMA is a classic sloop-rigged MK III in magnificent condition. Many upgrades in equipment, amenities, and personal enhancements. Meticulously maintained, an eye-stopper in every boat basin and yacht club. SHELTER ISLAND, NY \$250,000

SOUTHWEST HARBOR, MAINE	(207) 244-5531	BOB POOLER - BPOOLER@HINCKLEY YACHTS.COM
PORTSMOUTH, RHODE ISLAND	(401) 338-2717	TED GERSEN - TGERSEN@HINCKLEY YACHTS.COM
ANNAPOLIS, MARYLAND	(410) 263-0095	JENNIFER RICHARDS - JRICHARDS@HINCKLEY YACHTS.COM
HARBOR SPRINGS, MICHIGAN	(231) 526-4378	MARTY LETTS - MLETT@HINCKLEY YACHTS.COM
STUART, FLORIDA	(772) 538-2140	PRESCOTT BROWN - PBROWN@HINCKLEY YACHTS.COM



BAREBOAT CHARTERS
(800) 492-7245 PATRICIA TIERNEY
PTIERNEY@HINCKLEY YACHTS.COM

TheHinckleyCompany.com

Full time listing in
magazinesdownload.com

L I T T L E H A R B O R

Y A C H T B R O K E R S

WEBSITE WWW.LHYB.COM



SWAN 82 RS. Raised salon sloop designed for thoroughbred high performance in Swan events worldwide. Easy to handle in all conditions. Equipped with the latest electronics and maintained without regard to cost. Located RI.



92' HOOD FONTAINE PILOTHOUSE SLOOP. Low maintenance fiberglass hull. Carbon fiber in mast furling. Toggle control sail handling. Elegant teak interior offering 3 double cabins plus 2 crew cabins. Optimum performance under sail. Shoal draft (6'6" board up). Virtual tour available.



HINCKLEY SOU'WESTER 70. Built in 2002 by the finest craftsmen in the United States. Center cockpit pilothouse design features 3 staterooms plus crew in a beautifully varnished cherry interior. Modern amenities throughout.



63' ALDEN SLOOP. Custom Goetz built Alden designed performance cruiser. Beautifully finished above and below. 3 Stateroom layout in varnished cherry. Carbon fiber mast and rudder. Well maintained. Exceptional yacht capable of winning races. Excellent value.



60' HOOD/LYMAN MORSE. Magnificent Ted Hood shoal draft design. Top quality custom Lyman Morse construction. Powerful Carbon Fiber rig. 3 staterooms. Herreshoff style interior. Located Rhode Island.



HINCKLEY 59. Highly rated quality shoal draft cruising yacht with excellent sailing performance. 3 stateroom; 3 head layout. Roller furling sails; power winches; generator; air. Well maintained condition and priced to sell. Located RI.



HINCKLEY 51. McCurdy & Rhodes designed Sou'wester 51. Easily handled by a couple with carbon fiber Stoway mast and electric winches. 3 stateroom; 2 head layout. Very nice condition with recent Awlgrip. Asking \$425,000. Located RI.



LITTLE HARBOR 52. Shoal draft (5'3") Ted Hood design. Three stateroom layout with centerline berth aft. Light open interior finished in bleached varnished teak. Stoway rig for ease of sailing. Proven performance as a Bermuda Race winner.



SNUG HARBOR 50. Custom New England style motoryacht finished in 2009. Twin 800 HP Mann Diesels with Rolls Royce Jet drives. A stylish, comfortable family cruising yacht equipped with nothing but the best and latest gear. Price reduced. Located Portsmouth, RI.



TALARIA 55. This impeccably maintained custom motoryacht has all the options for sumptuous living. In wonderful condition. Two stateroom interior with centerline master and two heads. With an extra power package of 2,640 HP, she does nearly 40 knots and accesses shallows others cannot with less than 3' draft.



SAN JUAN 48. 2006 Black Hull beauty. Luxuriously outfitted and meticulously maintained. Fully upgraded yearly. San Juan ready to go offshore. Summers in Maine; Winters in the Bahamas. Truly a showpiece. Call for details.

401-683-7000

ONE LITTLE HARBOR LANDING, PORTSMOUTH, RI 02871

CHET HARTSHORN • JIM WETHERALD • DANA DAVIDSON • STEVE BARKER
A DIVISION OF THE HINCKLEY COMPANY



DAVID WALTERS YACHTS



2008 Hargrave 98 Skylounge
Exquisite 4 S/R cherry interior. Superior condition.



Hylas 70 2008/2011 (20%)
Quality Frers design. Exceptional condition & equipment.



2011 90 Cheoy Lee Expedition Tri Deck
Alternative to new. Great price. 4 S/R + crew.



Taswell 56 (pictured), 58 Pilot & 58 RS
Superb condition & equipment.



4 Hylas 54's
Quality Frers Designs. Two 03's, 05 & 09



Hallberg-Rassy 53
Just listed. Quality w/great equipment.



2003 Hylas 54
Custom layout, shoal draft \$535,000.



Mason 53
Classic, in magnificent condition.



Shannon 51 Ketch & 52 Cutter
Both in excellent condition, 51 just listed.



Oyster 485
Immaculate. Exquisite interior. Gen & AC.



Fairline 65 (Light use)
Primarily used summer in fresh water/great options.



49 Hylas (2 Available)
Quality offshore center cockpits.



Island Packet 485
Great price, condition, and layout.



2005 Alden 49 Express
Superb condition, half replacement.



Alden 43 and 44
Shoal draft classics.



46 Hylas (3 Available)
Fast, comfortable Frers designs.



Cambria 44
High quality classic in great condition.



2006 Caliber 40
Immaculate! Shows like new.

FT. LAUDERDALE, FL 954-527-0664
sales@dwyl.net
NEWPORT, RI 401-465-8634
otek@dwyl.net

www.davidwaltersyachts.net

GALATI YACHT SALES

NEW YACHTS | BROKERAGE | PRE-OWNED
AWARD WINNING SERVICE

Always open at: galatiyachts.com



Anna Maria, FL | Cape Coral, FL | Destin, FL | Holland, MI | Houston, TX | Naples, FL | Orange Beach, AL | Tampa, FL
800.517.2993 | 800.549.0134 | 800.573.2517 | 800.456.7267 | 800.580.4835 | 800.614.8514 | 800.614.9719 | 800.651.8412



87' Marine Builders



87' 2006 \$2,799,000
Elegant and spacious accommodations
Call Eric for details 850.259.3172

86' - 80' Hatteras



80' 2004 \$3,695,000 Steve 239.825.6174
86' 2003 \$3,500,000 Larry 850.259.8989

81' Burger



1978 \$590,000 Classic elegance,
outstanding condition and is aggressively priced
Call Dan 941.704.1578

76' Fairmile



76' \$699,000 Offers economical operation,
luxurious interior and world class styling
Call Larry 850.259.8989

75' - 58' Viking Sport Cruisers



75' 2004 \$1,995,000 Ryan 941.545.6025
67' 2006 \$1,895,000 Ryan 941.545.6025
58' 2008 \$1,595,000 Matt 850.259.9900

70' - 65' Hatteras



70' 1991 \$795,000 Dan 941.704.1578
68' 2007 \$3,195,000 Jason 941.518.1171
65' 1997 \$379,000 Ben 850.259.8009

56' - 53' Carver



56' 2006 \$569,000 Gregg 813.495.0301
56' 2005 \$599,000 Gregg 813.495.0301
53' 2000 \$349,000 Stan 850.596.1645

54' Ocean



54' 2008 \$849,000 Ryan 941.545.6025
54' 2007 \$799,000 Dave 239.289.6098

55' - 52' Viking



55' 2002 \$839,000 Jim 850.259.3246
55' 1999 \$695,000 Jim 850.259.3246
52' 2002 \$699,000 Chris 813.503.8398

54' Bertram



54' 1999 \$599,000 Randy 713.816.2165
54' 1989 \$427,500 Ben 850.259.8009
54' 1987 \$299,000 Lee 727.422.4685

52' Ovation



52' Sedan 2009 \$875,000
No options spared when ordering this boat
Call Kevin for details 850.259.1229

64' - 54' Hatteras



64' 2006 \$1,800,000 Dan 941.704.1578
60' 2001 \$849,000 Kevin 850.259.1229
54' 2005 \$925,000 Brian H. 850.380.9704

50' Marquis



50' 2009 \$794,000 Nick 850.830.4474
50' 2009 \$990,000 Ryan 941.545.6025
50' 2009 \$899,000 Brian H. 850.380.9704

50' Viking Sport Cruisers



50' 2004 \$549,000
Call Kerry for details 941.920.0774

49' Grand Banks



49' Trawler 2001 \$429,000
Dan 941.704.1578
49' Classic 1983 \$249,000 Larry 850.259.8989

47' - 45' Cruisers



47' 2006 \$469,000 Eric 850.259.3172
46' 2006 \$329,900 Dan 941.704.1578
45' 2006 \$399,000 Jeff 239.691.8100

46' - 41' Carver



46' 2007 \$329,000 Ben 850.259.8009
44' 2003 \$239,900 Pep 813.299.5884
41' 2006 \$279,000 Eric 850.259.3172

46' - 40' Grand Banks



46' 1990 \$265,000 Ben 850.259.8009
42' 1993 \$289,000 Brian F. 850.428.0866
40' 1996 \$249,000 Dianne 239.293.5292

36' Grand Banks



36 Grand Banks Europa 1998 \$249,900
Outstanding Condition, Very Well Equipped
Call Dan 941.704.1578

for ENTIRE INVENTORY



WALCZAK YACHT BROKERAGE



"IMAGINE" 2006 68' SYMBOL PILOTHOUSE

3 stateroom + crew, C-18 Cats 1080 hours, 2 gens, Hydraulic bow and stern thrusters, stabilized, F/B Hardtop. Outstanding boat! \$995,000.



"HIGH FLIGHT III" 2003 53' GOZZARD PILOTHOUSE MY

2 Staterooms, Canadian built and maintained to exceptional standards, solid teak soles, Watermaker, T/ 480C-E Cummins, bow and stern thrusters. Stabilized \$879,000. Contact Mark Ferrier 410-980-5364 Mark@walczakyacht.com



"VOYAGEUR" 2006 43' EASTBAY H/X

T/500 Yanmars, Bow Thruster, New stern acrylic enclosure, High gloss interior, Awlcraft Hull. Impressive condition inside and out! \$419,000



"LITTLE SARAH" 39 SX EASTBAY 2007

Hard aft bulkhead model, cherry interior and good accommodations. Cummins QSC 8.3 engines 490 hp with low hrs. Bow thruster, generator, AC, great electronics package, maintained in like new condition. Only 39' on the market. \$449,000 Contact Frank Gary, CPYB central agent 410-703 4017 Frank@walczakyacht.com

*Our Brokers
Get Results!*



Visit our web site for Chesapeake Bay updates:
www.walczakyacht.com

Chris Buchheister
Cell 443-926-1278
Chris@WalczakYacht.com

Mark Ferrier
Cell 410-980-5364
Mark@WalczakYacht.com

Frank Gary
Cell: 410-703-4017
Frank@WalczakYacht.com

Bill Walczak
Cell: 410-353-4712
WalczakYacht@yahoo.com

Randy Walterhoefer
Cell 917-478-4944
Randy@walczakyacht.com

Yacht Basin Co. 2 Compromise St., Annapolis, MD 21401 | Phone: 410.268.1611 | Fax: 410.268.0017 | walczakyacht@yahoo.com

For more information visit
magazines.dnwalczak.com



2007 80' OUTER REEF | *Ruff Seas*

1550hp CATs with 19 knot cruising or 2500 mile range @ 9 knots. Cherry interior, 21' beam, \$700,000 in upgrades, great captain/crew cabin & lounge. Owner ordered larger Outer Reef. \$3,350,000. Call Joel Davidson 954-767-8305



2008 73' OUTER REEF | *See Ya*

Three staterooms with ensuite head and shower plus crew quarters. Cherry interior, C-18 engines, hydraulic bow and stern thrusters, stabilizers, twin 25kw generators, full electronics and tender. Low hours. Call Mike Schlichtig for pricing and additional info 954-767-8305



2008 65' OUTER REEF | *Andale*

Twin CAT C-9's @ 503hp, 2 16kw Northern Lights generators, stabilizers, 25hp bow and stern thrusters. 2 staterooms plus office/three heads. Office can be converted to 3rd stateroom. Asking \$1,888,000. Call Joel Davidson 954-767-8305



2004 64' GRAND ALASKAN | *Thalassa*

420hp CATs, two gens, stabilizers, bow thruster, exceptional upgrades during construction. Recent additions include a diesel heating system, Bimini retractable top & electronics upgrades. Asking \$1,195,000. Call Dick Sproul 954-767-8305



1992 62' LIEN HWA | *Good Grief II*

Also known as Pacifica, with a custom built 20' plus master aft and two staterooms forward. Skylounge, bow thruster, two gens. Stabilized in 2008. Dock and yacht available at Ocean Reef. Call Joel Davidson for pricing 954-767-8305



1999 60' GRAND ALASKAN | *First Light*

Incredible like new condition with huge list of upgrades to systems 2006 - 2011. Beautiful High Gloss teak interior, 275hp CATs and two gens, 14' Novurania w/50hp Yamaha 4-stroke, proven long distance cruiser. Asking \$849,000. Call Joel Davidson 954-767-8305



2000 60' GRAND ALASKAN | *Kitten*

One owner, D-rated 275 hp 3208 CATs, stabilized, 16kw and 8kw Northern Lights generators, inverter. New electronics in 2010. Kept under cover. Located in Maryland. Asking \$729,000. Call Joel Davidson 954-767-8305



2004 SELENE 48 | *Magic Dragon*

Single Cummins 6BTA5.9M3 @ 330hp, Naiad Datum 3-term stabilizers, spacious 2-cabin / 2-head layout with custom upholstery. "Great Loop" accessible with a cruising range of 2000+ nm. Asking \$585,000. Call John Dennison 954-767-8305



1974 45' GRAND BANKS | *Dreamer*

Powered by twin 130HP John Deeres with a completely refitted teak interior. Mathers electronic controls with cable backup, 190 amp alternators, hydraulic aluminum radar arch. Asking \$289,000. Call Dick Sproul 954-767-8305



2004 41' AMERICAN TUG | *Higher Ground*

Great two cabin two head layout with midship master. Single Cummins gives economy and reliability. Northern Lights genset, bow thruster. A turn-key boat, serviced and ready to go. Perfect for the loop or island hopping. Asking \$375,000. Call John Dennison 954-767-8305



2006 39' BERTRAM | *Gratitude*

Immaculate, never fished. 300 hours on 480hp twin Volvos. 2 staterooms, good electronics, flybridge enclosures. Bahama blue hull. Located in Greenport, NY. Asking \$439,000. Call Joel Davidson 954-767-8305



2001 38' CRUISERS | *Pineapple II*

Immaculate, like-new condition, one-owner Express. Less than 300 hours on 375 hp 8.1 Horizons. Generator, full enclosure, beautiful fresh water express with second cabin on the St. Lawrence River, Alexandria Bay, NY. Asking \$149,000. Call Joel Davidson 954-767-8305

Presented by: Paul Crean
 Direct Number: 516-991-8578
 Email: sales@vicemusa.com

VICEM YACHTS
 YACHT SALES & BROKERAGE



Scan Here with Your
 Mobile Device
 to Visit Our Website!

52' VICEM CLASSIC 2008 – LOCATED IN MANHATTAN, NEW YORK



54' VICEM SPORTFISH EB 2005 – \$669,000

54' VICEM FB CLASSIC 2007 – \$975,000

107' VICEM CRUISER 2013 – \$10,800,000



FORT LAUDERDALE, FL

FORT LAUDERDALE, FL

ANTALYA, TURKEY

57' VICEM SPORTFISH 2008 – \$1,390,000

70' VICEM CLASSIC FB 2007 – \$2,795,000

58' VICEM CLASSIC – \$1,890,000

85' VICEM CLASSIC 2006 – \$3,850,000



ANTALYA, TURKEY

CONNECTICUT

FORT LAUDERDALE, FL

PALM BEACH, FL

72' VICEM CLASSIC FB 2011 – \$4,032,150

51' VICEM CLASSIC 2002 – \$579,000

92 VICEM CRUISER 2008 – \$4,249,000

65' VICEM CLASSIC 2005 – \$1,207,000



ANTALYA, TURKEY

GREAT LAKES

ANTALYA, TURKEY

FRANCE

MANHATTAN, NY

WWW.VICEMYACHT.COM
 THE QUAY, 1535 SE 17TH STREET #109, FORT LAUDERDALE, FL 33316
 954-462-8828 | SALES@VICEMUSA.COM

ANNAPOLIS, MD
 FORT LAUDERDALE, FL

Judges Commendation – World Superyacht Awards



E & E, Cizgi 42m Explorer, 2011

Asking: EUR 18,495,000

10 Guests | Turkey

Central Agents for Sale



BLUE ANGEL, Leopard 34, 2005

Asking: EUR 3,900,000

9 Guests | Italy

Central Agents for Sale



GAGAGRIS, Mangusta 108, 2002

Asking: EUR 4,500,000

9 Guests | West Mediterranean

Central Agents for Sale



Berth also available under separate negotiation

Part Exchange Possible

MATANTHAR, Heesen 30m, 2000

Asking: EUR 4,245,000

10 Guests | South of France

Central Agents for Sale



New to Charter Listing

NIKCA, Maiora 27, 2009

Charter from: 42,000 EUR per week

10 Guests | Italy

Central Agents for Charter



VIKY, Riva Venere 75, 2006

Asking: EUR 1,950,000

6 Guests | Italy

Central Agents for Sale

FOUNDED BY BURGESS IN 2005, OCEANSTYLE IS THE WORLDS LEADING EXPERT
IN TOP OF THE RANGE 20 – 45M SEMI-CUSTOM AND PERFORMANCE LUXURY YACHTS.

OCEANSTYLE

MIAMI +1 305 672 9400
miami@osyachting.com

LONDON +44 20 7766 4299
london@osyachting.com

MONACO +377 97 97 83 10
monaco@osyachting.com

ATHENS +30 6932 408 285
athens@osyachting.com

PALMA +34 672 070 005
palma@osyachting.com

MUMBAI +91 22 6639 1900
mumbai@osyachting.com

BROKERAGE | CHARTER | NEW CONSTRUCTION | YACHT MANAGEMENT

OSYACHTING.COM



Worldwide Yacht Sales | Yacht Charters | New Yacht Construction



Not for sale to US residents while in US waters

130' Yachtfisherman – Fish and cruise the world in comfort and style – Reduced to **\$17,250,000!**



106' Burger – Classic Burger motoryacht. Recently refitted, excellent condition. Reduced to **\$870,000!**



78' Buddy Davis - 4 stateroom + crew, enclosed bridge – Reduced to **\$2,150,000!**



70' Hatteras Motoryacht – Extensive upgrades, excellent condition – Asking only **\$499,500!**



64' Grand Alaskan - Raised pilothouse, 3 staterooms, main deck dayhead, Great Loop veteran – Reduced to **\$799,500!**



60' Blue Ocean – Dutch quality, dual cycle electric, 6,000 nm range! - Reduced to **\$488,000!**



58' Hatteras LRC – Bow thruster, recent upgrades. Reduced to **\$439,000!**



56' Hampton – Immaculate, new to market – Asking only **\$699,900!**



52' Hatteras Sportfisherman – 3 staterooms, huge cockpit, turn-key – Reduced to **\$197,000!**



51' Little Harbor – Performance cruiser in very good condition – Reduced to **\$449,000!**



47' Grand Banks Heritage EU - Excellent condition, low hours – Reduced to **\$749,500!**



45' Carver Voyager – Turn-key flybridge, cockpit motoryacht – Reduced to **\$188,000!**

To see more details about these and all other yachts around the globe, please visit our website below.



1.855.266.5676 | 954.684.0218 | info@curtisstokes.net

www.curtisstokes.net

BURGER YACHT SALES

John Todd
Julien Effenbein

CUSTOM YACHTS OF DISTINCTION SINCE 1863



177' (54m) 1937
Camper & Nicholson M/Y
Redesigned and refit 1999,
2007. Currently near Barcelona,
steel hulled classic sleeps 14.
Twin MTU diesels, four
generators, updated systems
throughout. Needs exterior
paint and interior decor.
Currently offered at 550,000
Euro. Contact Central Agent
for details.



107' (33m) Burger
RPH M/Y 1998
Large volume yacht with
10,000 gallons fuel capacity.
Designed for coastal cruising
or offshore passage making.
Complete refit includes
replacement of electronics,
décor, and machinery updates.
Full exterior paint job—2012.
4 double staterooms, crew
quarters for 6. Central Agent.



100' (31m) Burger
RPH M/Y 1996
Great opportunity. Twin
Caterpillar diesels. Unique
butternut woodwork. Three
double staterooms amid ship.
Powder room on deck. Country
kitchen styled galley. Separate
crew quarters forward. Fresh
exterior Awlgrip paint. Two
Burger owner ready to sell.
Don't miss the boat!



105' (32m) Burger
Flybridge M/Y 2000
Built for a knowledgeable
yachtsman, features four ensuite
staterooms in owner's party
with additional space for up
to 4 in crew. Exquisite raised
paneling and décor. Country
style galley, Caterpillar power,
9,500 gallons of fuel, Atlas
shore power and hydraulic
passerelle.



92' (28.3m) Burger
RPH M/Y 1974
Long range Hargrave design.
Twin CAT diesels. Stellar
ownership history. Three
double ensuite staterooms. Tub
in master head. Generous crew
quarters. Walk-in engine room.
Full paint job just completed
at Derecktors. Ft. Lauderdale.
Central Agent.



91' (28m) Burger
RPH M/Y 1994
Yachtsman's yacht. Aft
engine with long range, solid
performance and great profile.
Three staterooms plus separate
crew. Stunning woodwork.
Country kitchen. Updated
electronics, appliances and soft
goods. Located South Florida.
Central Agent.



90' (27m) Broward
RPH M/Y 1990
Custom aluminum yacht built
for high profile, long time
yachtsman. Original cockpit.
Large open aft deck. All teak
interior. Country kitchen.
Great layout with 4 staterooms
plus crew cabin. Low hours on
all machinery. Fresh Awlgrip
paint. Central Agent.



82' (25m) Burger
RPH M/Y 1996
Always in the Great Lakes—
never run in salt water, 1000
original hours on 3412 Cats.
20 knot plus performance.
Aluminum construction. Walk
around side decks. Gorgeous
natural wood interior with
three staterooms plus separate
crew. Located MI. Central
Agent.



80' (24m) Burger
Cockpit M/Y 1974
Classic Sparkman & Stephens
design. On deck galley and large
aft deck salon. Three double
staterooms plus crew. Stand-up
engine room; twin 12V71N's
for economical and long range
cruising. Lovely woodwork detail
throughout. Central Agent.



64' (20m) Burger
FB Cruiser 1975
Venerable S&S design. Low
hour DD 871Ti's. Bow
thruster. Teak interior. Aft
deck with built-in dining
and wet bar. Three double
staterooms. Nicely suited for
owner operation. Low hours
and beautifully maintained.
Located South Florida. Central
Agent. **Price reduced!**

1515 SE 17th Street, Suite 129
Fort Lauderdale, FL 33316
bys@burgerboat.com

www.burgerboat.com
+1 (954) 463-1400

BURGER



CUSTOM BUILT IN THE USA

ONE AT A TIME.



ONE OF A KIND.

IF YOU'RE LOOKING FOR A PEDESTRIAN YACHT, KEEP ON WALKING.

CALL 904-389-1125



HUCKINSYACHT.COM

A custom-crafted Huckins isn't for everyone, and for that we make no apologies.

Our brand of workmanship is for those who can appreciate the extraordinary in terms of yacht design, technology and legacy. In 80-plus years, only a few hundred enlightened souls have tasked us with making their dream come true. Perhaps you can put yourself in their shoes.



56' Huckins Linwood 1966 "Starlight Express"

A popular model with 3 staterooms, plus a spacious salon and bridge deck. Repowered with Cummins C series. Reduced to \$265,000. Jacksonville, FL.



40' Huckins Ortega 1951 "Eleanor"

This classic craft has been immaculately restored and maintained. Repowered with Yanmar diesels and 5 kW Northern Lights generator. \$179,000. Jacksonville, FL.



50' Huckins Atlantic 1973 "Sea Wagon"

An elegant model featuring 2 comfortable staterooms and a spacious salon with adjacent galley. Powered with Caterpillar 3208 TAs. \$200,000. Hamburg Cove, CT.



56' Huckins Sportsman 1969 "Siren"

A completely restored and repowered yacht with Volvo 74 Ps and 2 Northern Lights generators. Top of the line equipment and an extensive line of fishing gear included. \$250,000. Jacksonville, FL.

Reinventing Yacht Ownership

M/Y Irresistible

Length: 80' Beam: 20'
State Rooms: 3 Crew: 3
Responsibility: None



BECAUSE YOU DESERVE IT.

Yes, you deserve to be the proud owner of this brand new luxurious yacht. Monocle Fractional Yachts has made it affordable, uncomplicated, exciting and hassle free. If you have any doubts about becoming a yacht owner, rest assure NOW there are none.

The M/Y Irresistible is the perfect way to enter the exciting world of yachting without the fear of financial exposure normally associated with yacht ownership. Purchasing a fractional share of this brand new 80' yacht is a safe investment because 1) she is priced well below current market prices 2) your quarterly contribution towards the total operating expenses which covers your professional licensed crew of three, insurance, repairs and maintenance etc. is minimal and far less than you would spend on a 30' or 40' runabout 3) Monocle, whose 60 years of asset management experience assumes all the necessary management functions so you have no responsibilities and 4) when you decide to sell your share, it's quick and easy. Monocle is introducing the M80 series being built especially for the Monocle Fractional Program, but really for everyone. It is the quintessential vacation home because you get to explore new surroundings while enjoying all the comforts of home and still bask in the prestigious lifestyle previously enjoyed only by the "rich and famous". Her engine room contains two very fuel efficient Caterpillar C-18 Acert 1150 hp engines, two generators, water maker, stabilizers, waste

management system, Naiad bow thruster, watertight bulkheads, etc. The spacious full beam master suite is complete with a king size bed, double closets, 50" TV entertainment center, his and hers baths connected by a glass enclosed marble waterfall shower. Your family and friends will be equally spoiled in the two spacious guest staterooms also complete with a full entertainment center and large cedar lined closets.

There is always fun and excitement topside where there is a full service wet bar, a BBQ center where the chef will grill up the catch of the day, ample seating for dining and a Jacuzzi spa for frolicking under the stars. The water toys include kayaks, Jet Ski, fishing supplies, an inflatable tender and diving equipment all available for your sporting activities. There is a full communications and television satellite system so you will never miss a phone call, an email, or a favorite TV show.

A 10% onetime purchase in the M/Y Irresistible is only \$300,000 which can be financed. Owning a 10% share in the M/Y Irresistible entitles you to use the vessel two weeks twice a year in two different locations. Imagine summers on the Mediterranean or New England and winters in the Bahamas or the beautiful Caribbean.

Don't put off your dreams any longer. Call Monocle right now to reserve your share. A small refundable deposit will hold your share or shares and protect you from an inevitable manufacturers price increase.

The M/Y IRRESISTIBLE will arrive in early 2013. Call Monocle and reserve your share of future fun today.

SOLID & DEPENDABLE



With over 30 years in Marine lending, Essex Credit understands your boating lifestyle - you would rather be on the water enjoying time with your family and friends than just about anything. Essex Credit can help! For a limited time, refinance your boat with a rate as low as **4.87% APR** and start planning your next trip.

Essex Credit offers one-stop shopping; handling every detail of the loan transaction – from paying off your current lender to handling the titling & registration. With our competitive rates and hassle-free loan process, lowering your monthly payments is easier than ever.

Don't wait—apply online today to take advantage of this limited time refinance opportunity to lower your monthly payments

www.essexcredit.com/yht

1.866.377.3948



Limited Time Offer
REFINANCE OPPORTUNITY
as low as

**4.87%
APR***

On loan amounts \$75,000 or greater**

In the market to purchase a boat?
Check out our **Purchase Rates!**

Inquire about rates and terms for our
Boat Live-Aboard financing program!

Inquire about rates and terms for our
Limited Charter financing program!

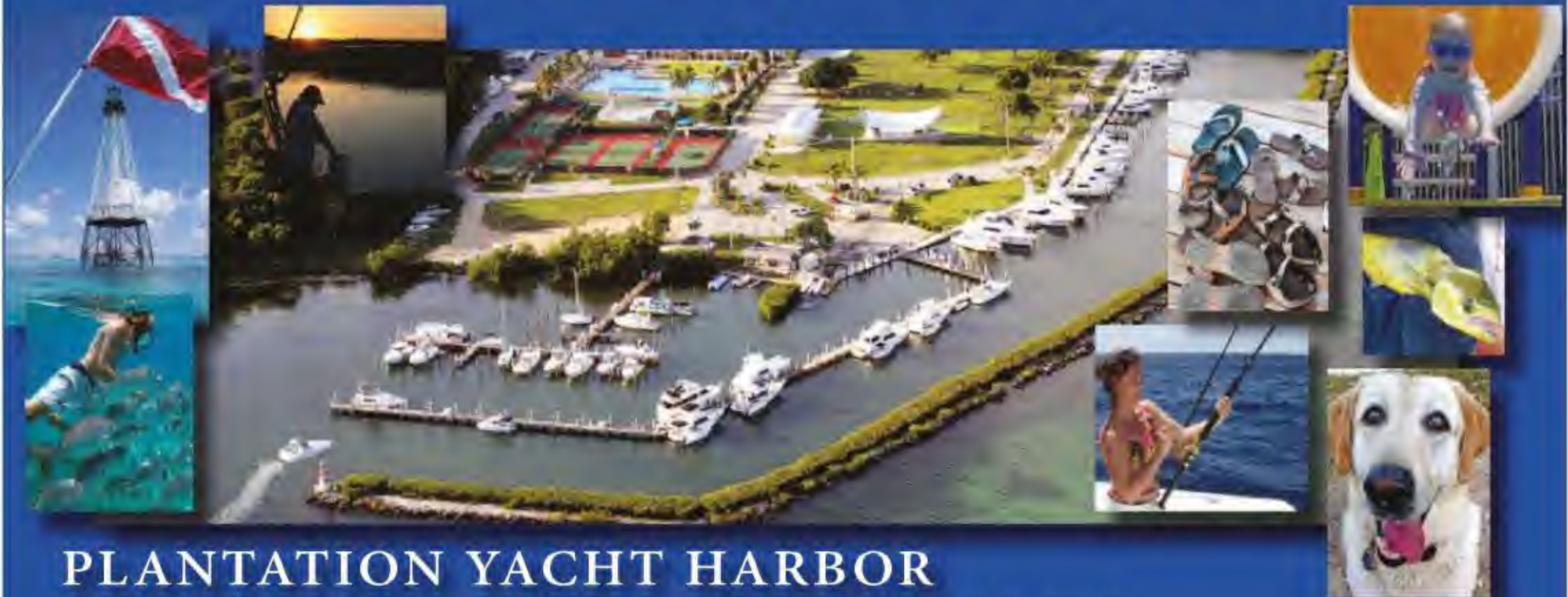


NEW - USED - REFINANCE



*Why hassle with the extra expenses of travel to the Bahamas?
Experience the best of the Florida Keys right in beautiful Islamorada.*

RELAX-FISH-SWIM-PLAY-SHOP-EAT-EXCERCISE



PLANTATION YACHT HARBOR

85 Slips all with pumpout
Can accommodate up to 100 ft. with 5 ft. draft
30-50-100 Amp Service
Fuel Dock with gas & diesel

New Bathrooms, Showers & Laundry
Marina Located within Founders Park, a 42 acre park with pool, tennis courts, sandy beach, playground, dog park and so much more.
Free limited WiFi & Cable television hook ups available for a fee.

305 852-2381 / Email: Marinainfo@islamorada.fl.us / Islamorada, Village of Islands, 87000 Overseas Highway, Islamorada, FL 33036

Too Busy to Boat?



Visit www.yachtingmagazine.com/cs
to fulfill all your customer service needs:

- Pay your bill or renew your subscription
- Order gift subscriptions
- Change your address and check account status
- Purchase back issues to complete your collection

Online customer service is available
whenever you are,

24 hours a day.

Yachting



Our members return each year
as faithfully as the tides.

Now you too are invited for a rare visit to our legendary
private club ... through the pages of *Ocean Reef Club Living*.

Visit OceanReefClubLiving.com to request
Ocean Reef Club Living magazine and our *Real Estate Guide*
or call 305.367.5921 to inquire
about the possibilities of a guest stay.



OCEAN REEF CLUB®

A UNIQUE WAY OF LIFE

KEY LARGO, FLORIDA

HOMES • VILLAS • CONDOMINIUMS • MARINA DOCKS • VILLA & HOME RENTALS

THE PERFECT END TO A DAY AT SEA CUSTOMIZED COMFORT

LIMITED
Lifetime
Warranty

Latex or Innerspring Mattresses

Custom Shapes & Sizes • Folds for Easy Installation
Sheets • Pads • Bed Spreads

HMC
HANDCRAFT
MATTRESS COMPANY

FT. LAUDERDALE, FLORIDA

IRVINE, CALIFORNIA

954-714-9997

949-752-7795

www.boatbeds.com

Wireless Crew Communication



- * HANDS FREE
- * SIMULTANEOUS TALK
- * NO DELAY



EARTEC

800-399-5994
www.eartec.com

24G-2/Cyber \$300
Two Person Setup
2 Simultalk 24G Radios
2 Cyber Headsets
Batteries, Chargers, Case

MAD BAY DESIGNS

Nautical Luxuries For Living

- Location based, custom, hand-made bags & pillows using Nautical Charts.
- Manufactured in the U.S.A. by the former Cole Haan Manufacturer.



Perfect for your yacht, summer home,
shoulder or as a gift!

www.madbaydesigns.com

Stedi-Plank™ Vessel Boarding Systems Call NOW

813-645-6666/BoardingRamp.com
We Provide Your Boarding Solutions!



Boarding Ramps
for all of your
boarding needs.
vessel /dock mounted



CALL NOW
Ph: 813-645-6666
Fax: 813-645-3874
info@boardingramp.com



BUY NOW to solve your boarding needs

Comfort Custom Mattresses & Marine Bedding Inc.

CUSTOM MATTRESSES FOR YACHTS & BOATS



QUALITY, COMFORT, LUXURY, & SUPPORT
THAT YOU DESERVE

- ★ QUICK TURNAROUND & WHITE GLOVE SERVICE ★
- ★ WORLDWIDE SHIPPING ★

Fort Lauderdale, FL USA | Contact: 1.954.496.8400
www.comfortcustombedding.com



BRADDANDHALL

Your perfect choice for a perfect fit.



Sectional & Sleeper Sofas

Flexsteel
America's Seating Specialist



Helm Chairs

**YOUR SOURCE FOR MARINE
AND RV SECTIONALS AND
CUSTOM INTERIORS**

**CUSTOM SECTIONALS
SOFA BEDS
TUB CHAIRS
RECLINERS
AND MORE!**

**HASSLE FREE
MONEY BACK
GUARANTEE**

SHOWROOM AT 28320 CHARLOTTE AVE. ELKHART, IN
MONDAY - FRIDAY 9AM-5PM 1.800.445.1830
BRADDANDHALL.COM

HIGH-PERFORMANCE AIR FILTERS FOR YANMAR® MARINE DIESELS.



Yanmar 6LP

Walker "High-Air" Performance Air Filter.

Part#1000711

Direct Replacement for Yanmar Filter # 119593-18880.
Heavy Duty Air Filter drops right into place.

Also available for 6LP: AIRSEP CCV system.



Yanmar 4BY and 6BY

Walker EVERQUIET Air Filter Silencer.

Part# KWYAN4BY-1, Part# KWYAN6BY-1

Direct Replacement for Yanmar Filter # 120660-12510.
Heavy Duty Air Filters drop right into place.



Yanmar 6CX-530HP

Walker EVERQUIET Air Filter Silencer.

Part# 1000846

Direct Replacement for Yanmar Filter # 127677-18700.
Heavy Duty Air Filter drops right into place.



Yanmar 8LV

Walker High-Performance Silenced Air Filter.

Part# 1001882

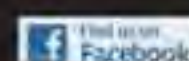
Direct Replacement for Yanmar Filter # 119173-18880.
Heavy Duty Air Filter drops right into place.

- Washable.
- Resists Moisture and Oil Fumes.
- High-air flow & drop-in simplicity.

Other High-performance Air Filters available
for Yanmar Marine Engines not shown, contact us for details.

Walker AIRSEP®

High-Performance Air Filters



www.facebook.com/walkerairsep

Walker Engineering Ent. CA, USA. 818.252.7788
sales@walkerairsep.com



GERMAN QUALITY with SWISS PRECISION

As easy to install as a thru-hull fitting
No Fiberglass lamination required

FITS ALL TYPE BOATS
20' to 70' Easy to Retrofit



ADVANTAGES

- Superior leverage due to forward & lower position.
- Requires less amperage & can be connected to existing battery system.
- Maintenance Free sealed & spark-proof system.
- Run continuously for 5 minutes or 25 minutes in 1 hour.
- 3 year replacement warranty.
- Minimum space required & Quiet operation.

SAMPLE APPLICATIONS



www.YachtThruster.com



YACHT[®] CONTROLLER

Wireless Control
of your Boat Engine,
Thruster, and Anchor!

20+ MARINE PUBLICATIONS
SUPPORT OUR PRODUCT!

Docking requires 2 steps: Maneuvering your boat + Tying it up.

Thousands Installed!

DUAL BAND
FOR FLAWLESS SECURITY
For boats 30' - 125'

Now on more than
135 brands of band

ONLY YACHT CONTROLLER[®] CAN DO BOTH!



Actual Size is 4.5"



1.888.898.8608

www.YachtController.com



SeaFlush[®]

Clean: A/C hoses
Heat Exchangers
Oil Coolers

Flush out saltwater:
Use dock hose

Undog thru-hull fittings:
From inside the boat
No swimming!

Winterize: Engines, Generators & A/C
2 minutes, no hoses to remove

See how-to videos and order at www.seaflush.com

Sea Flush Inc., PO Box 25191, Arlington, VA 22202 • (703) 553-1150

GET CONNECTED

Yachting's eNewsletter gives you the inside track
on the newest boats, the latest equipment
and the hottest destinations.



Sign up now for a FREE subscription



www.yachtingmagazine.com/enews

KEVIN E. SEVERANCE INSURANCE AGENCY



"Discover the Difference"

Auto - Home - Life
Recreational - Business
Multi-Policy Package Discounts

Motoryacht - Sail - Sportfish - Pleasure/Charter - Extended Navigation

800-816-7714

www.insurancenavigators.com
kevin@insurancenavigators.com

YI Yacht Innovations
Marine Product Manufacturer
Ph: 516-480-3388
www.yachtinnovations.com

Rod Holder Cleat

Hang A Fender Anywhere A Rod Holder Exists



Protect Back
1/3 Of Your Boat
Low Profile Design Made In U.S.A. Anodized Aluminum Heavy Duty Stainless

Other Unique Products On Our Website
Waterbuoy - Miniature Floatation Device

Yachtworld
Discount Yacht
Brokerage Listings

Fender Fastener



Our Award Winning Design
Patented, Stainless Cam-Cleat
Made In U.S.A.
Available In 10 Powder Coated Color Options
Easily Hang & Remove Fenders Without Tying Knots

Fender Hooks



Our Fender Hooks Are 1/3 The Price Of Those Expensive Leather Versions
Patented, Stainless Cam-Cleat
Made In U.S.A.
Available In Black Or White & Two Finishes
Custom Sizes Available

LassoMate



Unique Line Handling Device
Pull Back On LassoMate To Release Line Onto Mooring Or Cleat
Attaches To Any Shroud Or Synthetic Rope
Made In U.S.A.

KEEP YOURS SPOT-LESS! STAIN-LESS Water Filter/Softener



STOP SPOTS!
All sizes include softener, pre-filter/re-charger, & hook-up hose. Starting at \$250. Satisfaction Guaranteed



The ultimate, complete filter system

- Minimizes water spots & stains
- Softens and filters water for years
- Prevents dulling of surfaces. Wax lasts longer
- Improves taste and odors
- Saves time, shampoo less
- Standard size filters 5000 gallons of water between re-charging. Mega size 8500 gallons

Order online or call: 609-296-2564
www.stainlesswaterfilters.com

CHARTERS - Florida/Bahamas

Boating Vacations
Clearwater, FL
Charter a catamaran and get a taste of cruising the Great Loop.
No License required
3 day minimum.
www.BoatingVacations.us
Call Sue at 727-748-9426 or visit www.boatingvacations.us for more information

To advertise in THE SHIP YARD contact Michelle Roche at 401-845-4440 or email michelle.roche@bonniercorp.com.

CHARTERS - East Coast

Newport, Rhode Island
Bareboat & Captain Charters
Beneteau 42, 46 & 47 -
Jeanneau 40, 49d/s & 54d/s
Sail to Martha's Vineyard, Nantucket, Block Island, Shelter Island & more!
May 1 - November 1
www.bareboatsailing.com
(800)-661-4013

BOATS FOR SALE

Calling All Boats
www.caboats.com
A marketplace of For-Sale-By-Owner Power, Sail and PWC
No sales commissions.
Buyers/sellers.
Call 1-800-546-8457

NAUTICAL SUPPLIES & GEAR

FenderHooks LLC
561 832-3434
www.fenderhook.com

BUSINESS OPPORTUNITIES

Highly Profitable
Nautical Chart Business
LOCATION INDEPENDENT!
100% Internet Based. 25,000 loyal customers, 37 years of success. No accounts receivable. Limited Inventory. Worldwide Marketplace. One of a kind opportunity.
sorandipity858@yahoo.com

EQUIPMENT

TANK TENDER
THE ORIGINAL PRECISION
TANK MEASURING SYSTEM
Accurate, reliable, measurement of up to 10 tanks.
Non-electric/easy installation
www.thetanktender.com
Hart Systems
(253) 858-8481 Fax: (253) 858-8486

GIFT IDEAS

SD MODEL MAKERS
Museum quality models of YOUR Vessel
www.sdmodelmakers.com

Yachting reserves the right to refuse any advertising order. Only publication of an advertisement shall constitute final acceptance of an order. Publication does not constitute and agreement for continued publication. All orders are subject to the acceptable rate card, copies of which are available upon request sent to the address provided. Yachting Magazine 460 N. Orlando Ave., Suite 200, Winter Park, FL 32789

Night Mares

Equine virus knocks a yachtsman from his saddle.

By Jay Coyle

A yachtsman pal of mine recently shared a couple of images that have caused me nightmares. The first shows his 5-year-old daughter, arms wrapped about a horse's neck in a passionate embrace; the other, a picture of his 10-year-old daughter running about a corral pretending to be a horse. His note read simply, "It's hopeless." I called immediately to offer support. My pal has owned all sorts of sailing and power yachts and is currently having a new expedition yacht designed. His sad tale led me to inspiration.

To keep peace at home and a fleet of boats at his dock, my pal horse-traded with his wife and children. Now he's not even sure how many of the "vile creatures" (his words, horse lovers!) feed from his pail — all-natural, organically grown oats of course. They enjoy his farm in Virginia during the summer months and resort stables in south Florida in winter. "She [wife] says there are only a few dozen, but I suspect there are a few more she's not telling me about," admitted my pal, who insists a good horse should be served with butter and garlic and a bad one bottled for glue. "It's not the way they see it. ... I found shampoo and conditioner in our shower called Mane 'n Tail. ... I think they want to smell like a farm animal, for god's sake!"

My pal explained that his wife's herd is special in the world of equitation. She had started with jumping and advanced to something called venting. "Ahh, yes ... horses are good at that," I suggested. "No, no," corrected my pal. "*Eventing* is sort of like racing but not on a track. I really can't explain the point of it," he sighed. Now it's polo where patrons spend millions pampering horses they don't even ride. These lucky animals have personal masseuses and acupuncturists. "I'll bet you even Trigger didn't have his own swimming pool," my pal grumbled. "Dollar for dollar, maintaining one of these things makes yacht ownership seem practical."

I spent nights tossing and turning, thinking of my pal's predicament. My own difficult childhood memories had returned to haunt me. Her name was Miss Townsend,

and in her boots, breeches, helmet and hunt coat she looked like a cross between the bride of Frankenstein and a sexual deviant. My steed was so fat I may as well have sat beam-to atop her. As I held on for my life, Miss Townsend shouted commands from the center of the "ring" — basically a corral filled with steaming horse excrement. "Up down, up down, up down, chin out, stomach in," she droned while keeping time by beating a leather crop on her chaps. Imagine a 10-year-old trying to steer a half-ton of horse meat that's equipped with a brain the size of a robin's egg.

I talked to my pal a week later. He seemed a beaten man. "I suggested we take our 49-foot Eastbay to the Keys for a holiday," he said. "My 5-year-old burst into tears and ran to her bedroom. I had to promise not to make her go before she'd come out!" We concluded that while there are yachtsmen who enjoy tennis and even golf, boats and horses just don't mix — but wait a minute! Such an obstacle would've never confounded me when I was a hungry yacht designer. I began to noodle a solution.

"I've got it; call your designer; it's back to the drawing board," I announced to my pal. For those who can't leave home without them (wife, children and horses) I suggest the "Ark-yacht" ... 300 cubits of methane-powered luxury! □



STEVE HAEFELE



www.outerreefyachts.com

FORT LAUDERDALE

954 · 767 · 8305

ANNAPOLIS

410 · 779 · 9183

SEATTLE

206 · 957 · 4664

EUROPE

+44 (0)1489 589194

AUSTRALIA

+61 2 9997 7333

580

630

650

700

730

800

860

105

118

W164 | INTELLIGENT DESIGN



WESTPORT

SINCE 1964



W98



W112



W130



W164

FORT LAUDERDALE (954) 318-8384 • SEATTLE (206) 298-3360 • WWW.WESTPORTYACHTS.COM